



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
11511 MAIN ST., P.O. BOX 90012
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Hu Development

LOCATION OF PROPOSAL: 302 Bellevue Way SE

DESCRIPTION OF PROPOSAL:

Review and approval a Design Review application to construct a 2,900 square-foot mixed use office and residential building with two apartment units above an office use, underground and surface parking and associated improvements. The proposal includes modifications of steep slope critical areas, 50-foot top-of-slope buffer, and the 75-foot toe-of-slope structure setback which require an associated Critical Areas Land Use Permit.

FILE NUMBERS: 18-111951-LD and 18-114378-LO

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on August 29, 2019.
- ☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.


Environmental Coordinator

8/12/2019
Date

OTHERS TO RECEIVE THIS DOCUMENT:

State Department of Ecology,
Attorney General
Muckleshoot Indian Tribe



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: Hu Development

Proposal Address: 302 Bellevue Way SE

Proposal Description: Review of a Design Review application to construct a 2,900 square-foot mixed use office and residential building with two apartment units above an office use, underground and surface parking and associated improvements. The proposal includes modifications of steep slope critical areas, 50-foot top-of-slope buffer, and the 75-foot toe-of-slope structure setback which require an associated Critical Areas Land Use Permit.

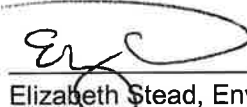
File Number: 18-111951-LD and 18-114378-LO

Applicant: Paul Wu, Wu Architecture

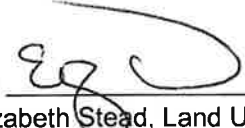
Decisions Included: **Process II**
Design Review (LUC 20.30F)
Critical Areas Land Use Permit (LUC 20.30P)
SEPA (BCC 22.02)

Planner: Reilly Pittman, Land Use Planner

**State Environmental Policy Act
Threshold Determination:** **Determination of Non-Significance**


Elizabeth Stead, Environmental Coordinator
Development Services Department

Director's Recommendation: **Approval with Conditions**
Michael A. Brennan, Director
Development Services Department

By: 
Elizabeth Stead, Land Use Director

Application Date: May 2, 2018
Completeness Date: June 14, 2018
Notice of Application Publication: June 21, 2018
Decision Publication Date: August 15, 2019
Appeal Deadline: August 29, 2019

For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision

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Documents in Project Files Referenced in this Report

1. Project Plans – Enclosed
2. Critical Areas Report
3. Geotech Report
4. SEPA Checklist
5. Concomitant Agreement

See file 18-111951-LD for all architectural plans, floor plan, building elevations, application forms
See file 18-114378-LO for All environmental plans, reports, SEPA checklist, application forms

I. REQUEST AND REVIEW PROCESS

A. REQUEST

Design review and critical areas land use permit approval to construct a 2,900 square-foot mixed-used office and residential building with 11 parking stalls provided under the building and in a surface parking lot, and associated improvements. The proposal is on an undeveloped property zoned Office adjacent to Bellevue Way SE. The subject site is also within the Transition Area Design District due to the proximity to nearby properties zoned single family residential.

The project site is 16,565 square feet and is surrounded by steep slope critical areas and is almost fully encumbered by the steep slopes and their overlapping 50-foot top-of-slope buffers and 75-foot toe-of-slope structure setback. Only 2,714 square feet of the site or 16 percent of the site is considered buildable (outside of critical area steep slope and buffer) by the Land Use Code. Given the nature of the site, the proposed building and improvements permanently impact 367 square feet of steep slopes and 4,990 square feet of combined slope buffer and setback. In addition to the permanent impacts, the proposal also includes 5,735 square feet of temporary impacts. **See Figure 1 below for a conceptual drawing of the proposed building.**

Figure 1: Building Concept



B. REVIEW PROCESS

The site is within the Transition Area Design District which requires Administrative Design Review. The site has steep slope critical areas which are proposed to be impacted which requires a Critical Areas Land Use Permit. The Design Review, Critical Areas Land Use Permit and SEPA review are all Process II decisions made by the Director of the Development Services Department. The process includes a public notice of application with a minimum 14-day comment period. The Director's decision is written in a consolidated staff report, this document, to indicate whether the application has been approved, approved with conditions, or denied. Process II decisions may be appealed by any Parties of Record and the appeal shall be heard at a public hearing before the City Hearing Examiner.

II. SITE DESCRIPTION, ZONING, LAND USE CONTEXT, AND CRITICAL AREAS

A. SITE DESCRIPTION

The property is located south of downtown in the Southwest Bellevue subarea of the City. The site is a triangular shaped parcel that has frontage on Bellevue Way SE and Wolverine Way SE to the west, which give the parcel its unique shape. The property is adjacent to single-family residential property to the east and another property zoned Office to the north. Steep slopes surround the property along the street frontage, along the north property line and along the east property line. A large rockery exists along the street frontage and the north property line with the result that this site is over ten feet above the street grade. The site is undeveloped and forested with bigleaf maples providing the majority of the canopy cover with some western red cedar trees found on the southern portion of the site. Some trees are large, with 20 to 30 inch diameter trunks. The understory is a mix of native and invasive vegetation. **See Figure 2 below for the current site and Figure 3 for site topography and steep slopes.**

Figure 2: Existing Site



Figure 3: Steep Slopes (Blue)



B. ZONING AND LAND USE CONTEXT

The site is zoned O, Office. The properties to the north and south, along Bellevue Way are also zoned Office. Properties to the east of the site are zoned and developed, Single-Family

Residential (R-4). Properties to the west, across Bellevue Way SE are zoned and developed, Multifamily Residential (R-20). The Office zone allows for a building on this site to be mixed use and contain office and residential uses. **See Figure 4 below for zoning of the site and surrounding area.**

Figure 4: Zoning



The property is also in the Transition Area Design District. This overlay zone protects residentially zoned property by limiting the intensity of adjacent commercial development, requires administrative design review, and requires proposed development to incorporate residential features into the building and site design. As discussed later in this report the proposal complies with the requirements of the Transition Area Design District Overlay.

The site was rezoned from R-4 to Office in 1985 through Ordinance No. 3562. This Ordinance incorporated a Concomitant Zoning Agreement (CZA) executed by the City and the property owner providing for conditions affecting any future development of the site. See reference document 5 for a copy of the CZA. The conditions are summarized below:

- The maximum height of a building on the subject site should not exceed 110 feet above sea level per City of Bellevue datum based upon USC and GS Datum.
- Development of the property shall be subject to Administrative Design Review and approval which specifically addresses:

- The Gateway character of Bellevue Way SE
 - Retention of significant trees and vegetation
 - Frontage improvements along Bellevue Way SE and Wolverine Way
 - The use of retaining walls as part of the building structure
 - Limits on construction hours
- Dedication of rights-of-way for signal equipment, utilities, sidewalks and other required public improvements.

The City's codes have changed since 1985. The conditions provided for in the CZA are now already required by, or in some cases, in conflict with, current code requirements, including standards and requirements for development in the Office zone or the Transition Area Design District. These standards and requirements include:

- The maximum building height is subject to the Office zone and Transition Area Design District at 30 feet.
- Residential features are required to be incorporated into the building design in exchange for additional height
- Design review is required for properties in Transition Area Design District
- The proposed development is retaining vegetation and providing significant mitigation planting as required by the Critical Areas Land Use Code 20.25H which is discussed later in this report.
- Frontage improvements already exist or are being provided by the project to comply with the requirements of the Transportation Development Code 14.60, as discussed later in this report.
- The site is subject to the requirements of the Critical Areas Overlay District which control the use of retaining walls on sites with slopes.

Therefore, given the overlap between current code requirements and the CZA provisions, the CZA must be terminated to avoid inconsistencies for height, landscaping, frontage improvements, and other requirements. It is necessary to include a termination requirement for the CZA as a condition of approval for this proposal. The termination must occur prior to building permit issuance or the proposal revised to comply with both current applicable codes and the CZA. **See conditions of approval regarding CZA Termination in Section XI.**

C. CRITICAL AREAS

The project has steep slopes and stream critical areas on-site which have habitat value. The Land Use Code protects critical areas and their important functions and values:

i. Geologic Hazard Areas

Geologic hazards pose a threat to the health and safety of citizens when commercial, residential, or industrial development is inappropriately sited in areas of significant hazard. Some geologic hazards can be reduced or mitigated by engineering, design, or modified construction practices. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided (WAC 365-190).

Steep slopes may serve several other functions and possess other values for the City and its residents. Several of Bellevue's remaining large blocks of forest are located in steep slope areas, providing habitat for a variety of wildlife species and important linkages between habitat areas in the City. These steep slope areas also act as conduits for groundwater, which drains from hillsides to provide a water source for the City's wetlands and stream systems. Vegetated steep slopes also provide a visual amenity in the City, providing a "green" backdrop for urbanized areas enhancing property values and buffering urban development.

ii. Habitat Associated with Species of Local Importance

Urbanization, the increase in human settlement density and associated intensification of land use, has a profound and lasting effect on the natural environment and wildlife habitat (McKinney 2002, Blair 2004, Marzluff 2005, Munns 2006), is a major cause of native species local extinctions (Czech et al 2000), and is likely to become the primary cause of extinctions in the coming century (Marzluff et al. 2001a). Cities are typically located along rivers, on coastlines, or near large bodies of water. The associated floodplains and riparian systems make up a relatively small percentage of land cover in the western United States, yet they provide habitat for rich wildlife communities (Knopf et al. 1988), which in turn provide a source for urban habitat patches or reserves. Consequently, urban areas can support rich wildlife communities. In fact, species richness peaks for some groups, including songbirds, at an intermediate level of development (Blair 1999, Marzluff 2005). Protected wild areas alone cannot be depended on to conserve wildlife species. Impacts from catastrophic events, environmental changes, and evolutionary processes (genetic drift, inbreeding, colonization) can be magnified when a taxonomic group or unit is confined to a specific area, and no one area or group of areas is likely to support the biological processes necessary to maintain biodiversity over a range of geographic scales (Shaughnessy and O'Neil 2001). As well, typological approaches to taxonomy or the use of indicators present the risk that evolutionary potential will be lost when depending on reserves for preservation (Rojas 2007). Urban habitat is a vital link in the process of wildlife conservation in the U.S.

III. PROPOSED DEVELOPMENT

A. USE

The proposed office use is permitted outright in the Office zone. Residential uses are allowed per LUC 20.10.440, but per footnote 1 the maximum floor area of residential uses is limited to 50 percent of the gross floor area. The proposed residential floor area is 1,378 square feet which is 48 percent of the total gross floor area proposed which is 2,900 square feet and complies with the limit on residential floor area.

B. SITE DESIGN

The site is generally shaped like a triangle with the entire western portion of the property adjacent to Bellevue Way SE and Wolverine Way SE. Access must be from Bellevue Way SE due to slope easements placed along Wolverine Way. As a result, the proposed access driveway is on the Bellevue Way SE frontage. The access point to Bellevue Way is connecting

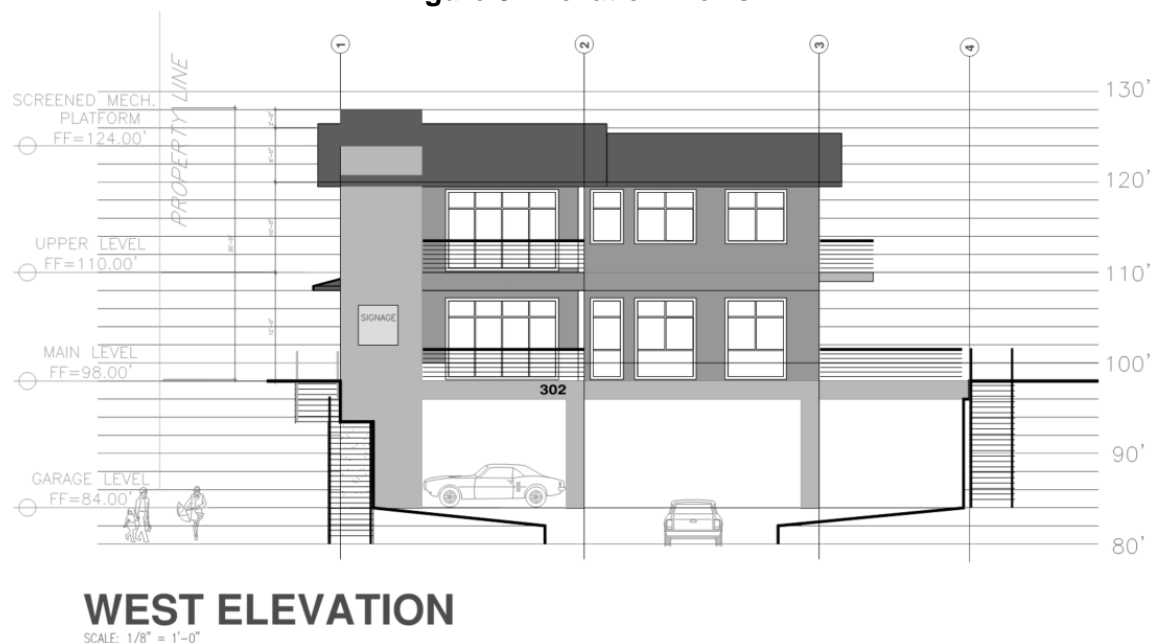
at a location that avoids crossing a steep slope critical area. However, the driveway location requires relocation of an existing King County Metro bus stop which has approval from King County Metro to accommodate this development proposal.

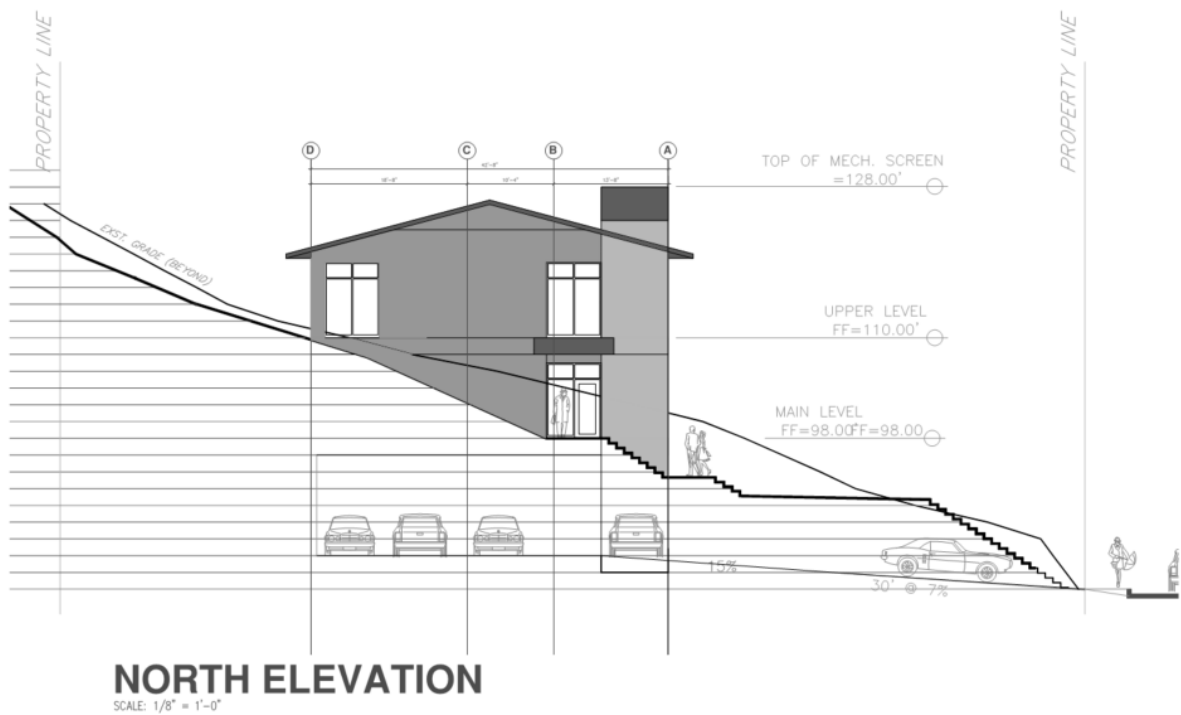
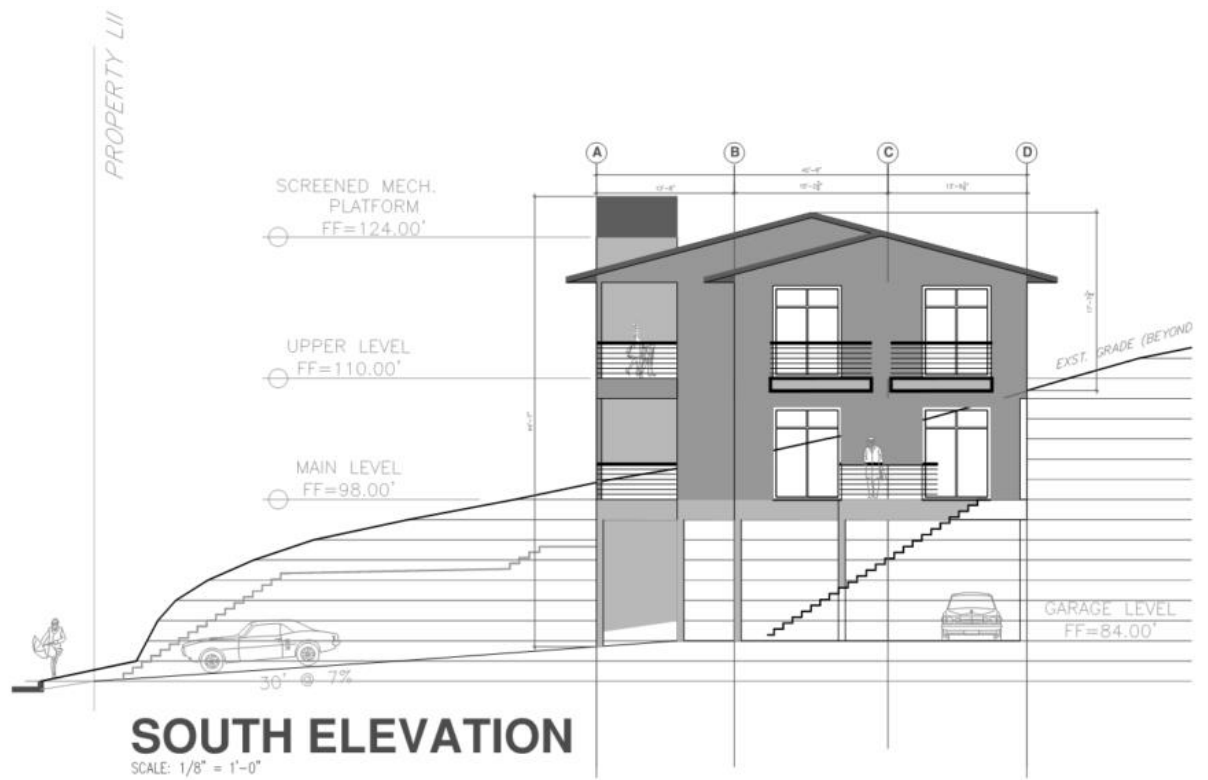
The proposed building and parking lot are located on the most buildable portion of the site which is surrounded by the steep slopes that exist. To limit disturbance a portion of the parking lot is under the building. The topography of the site aids screening from adjacent residential properties to the east which are upslope of the site and separated by a vegetated steep slope that will be further enhanced with vegetation as part of the mitigation planting.

C. BUILDING DESIGN

The building proposed is a small 2,900 square foot mixed use office and residential building. The design is intended to be compatible with residential structures and the proposed building incorporates residential features that include a sloped metal roof and composite siding and decks in keeping with the design requirements in LUC 20.25B. Window glazing proposed on the building also helps to reinforce the residential appearance of the building. A screened platform to contain mechanical equipment is proposed on the sloped roof and is designed to resemble a chimney on a residential structure. The building is oriented to face Bellevue Way with two floors of residential units and office above underbuilding parking that is structured like a daylight basement. The loading area and trash collection are south of the building site and surrounded by landscaping to screen this function. The building is accessed by two stairways located at the north and south ends of the building that access the office level. An elevator and internal stairway are also proposed to access the residential units on the top floor and extend from the bottom floor parking level to the office and top floor units. **See Figure 5 below for proposed elevations and Figure 6 for colors and materials.**

Figure 5: Elevation Views







EAST ELEVATION

SCALE: 1/8" = 1'-0"

Figure 6: Colors and Materials



IV. CONSISTENCY WITH LAND USE CODE REQUIREMENTS

A. STANDARD REQUIREMENTS AND DIMENSIONS

The site is zoned O, Office, and is located in the Transition Area Overlay District. This project complies with the required dimensional requirements as shown below.

BASIC INFORMATION		
Zoning District	O, Office	
Site Area (Sqft)	16,565	
Critical Area and Buffer (Sqft)	13,851 (.31 acres)	
Buildable Area (Sqft)	2,714 (.06 acres)	
DEVELOPMENT STANDARD	REQUIRED	PROPOSED STANDARDS
Residential Density	Per LUC 20.25H.045 (20 units x .06 acres) + (20 units x .31 acres x .16) = 2 Units	2 Units
Floor Area Ratio for Office	Per LUC 20.25H.045 (.5 x 2,714 sqft) + (.5 x 13,851 sqft x .16) = 2,465 sqft of Office	1,522 Sqft of Office
Front Yard	30'	30'
Rear Yard	30' for Transition along E property line	30'
Side Yard	20'	20'
Maximum Building Height	30' from Average Existing Grade	AEG = Elevation 104' Max Height = Elevation 134' Proposed Height with Mechanical = Elevation 128'
Maximum Lot Coverage by Structures (percent)	35 Percent of net lot area subtracting steep slopes	24 Percent
Alternate Maximum Impervious Surface (percent)	80 Percent of lot area	31.6 Percent
Parking	Office: 4 stalls per 1,000 sqft Residential: 1.6 stalls per 2bdr unit = 10 stalls total	11 stalls
Refuse & Recycling Collection Area	The proposal includes an area totaling approximately 38 Sqft, which complies with the requirements of LUC 20.20.725 for office and residential uses.	The proposed waste collection area has been reviewed and approved by Republic Services per the letter in the project file. The collection area and screening provided

		are required to be shown on plans for the future development permits. <u>See conditions of approval for screening in Section XI.</u>
Landscaping Street Frontage North Property Line East Property Line (Transition)	10 feet Type III 10 feet Type III 20 feet Type I	Existing vegetation combined with proposed mitigation planting meets buffer requirements.
Tree Retention	15 percent of total diameter inches = 84 inches All existing trees within 10 feet of the front and north property line All existing trees within 20 feet of the east property line	20 percent of total diameter inches = 113 inches <u>See conditions of approval regarding tree retention in Section XI.</u> All existing trees within required perimeter landscaping areas are retained or are replanted per the mitigation planting required.

1. Alternative Landscaping Option

Per LUC 20.20.520, an alternative landscaping option can be granted to modify landscaping requirements in LUC 20.20.520. In order to consolidate the site development and limit impact to critical areas on the site the requirement for parking lot landscaping in LUC 20.20.520.F.3 and G.5 is waived per the following criteria.

a. The proposed landscaping represents an equal or better result than that which could be achieved by strictly following the requirements of this section; and

A majority of the property is proposed to be landscaped to meet mitigation planting requirements to address the impacts resulting from the development. The area of development is consolidated on the site and includes the parking lot. Landscaping in the parking lot would take up additional area and result in greater disturbance. Incorporating the landscaping into the planting that surrounds the developed area will better restore and improve the critical area functions and values on the site.

b. The proposed landscaping complies with the stated purpose of this section (subsection A), and with the purpose and intent of paragraphs F.1 and G of this section; and

The proposed landscaping is mitigation for the proposed impacts reviewed under the associated Critical Areas Land Use Permit. The proposal will increase vegetation in the perimeter landscaping areas which will further screen the parking lot. The proposed parking lot includes parking under the building which would not allow for

parking lot landscaping and this waiver has minimal impact to the project.

c. If a modification of any paragraph excluding subsection E of this section is requested, the proposed landscaping either:

- i. Incorporates the increased retention of significant trees and naturally occurring undergrowth; or**
- ii. Better accommodates or improves the existing physical conditions of the subject property; or**
- iii. Incorporates elements to provide for wind protection or to maintain solar access; or**
- iv. Incorporates elements to protect or improve water quality; or**
- v. Incorporates native species in a design that better buffers a critical area and critical area buffer from uses on the site, including parking.**

The proposal incorporates native species in to the design and buffers, restores steep slope critical areas and buffers on the site, and protects the critical area functions on the site from the proposed development.

d. If a modification of subsection E of this section is requested, the proposal either:

- i. Incorporates the retention of significant trees equal in number to what would otherwise be required, or**
- ii. Incorporates the retention of other natural vegetation in consolidated locations which promotes the natural vegetated character of the site.**

Subsection E is not proposed to be modified and this criteria is not applicable.

2. Landscaping Species Choice

Per LUC 20.20.520.I, the applicant is required to use native plants as landscaping in all critical areas, buffers, and setbacks. As the majority of this property is encumbered, the landscaping proposed must be in conformance with planting required in the City's Critical Areas Ordinance LUC 20.25H. Plant species chosen must reduce or eliminate the need for fertilizers, herbicides, and other chemical controls. Planting noxious weeds or species is not allowed. The submitted preliminary landscaping plan sheet L1.1 includes ornamental and non-native species that are proposed to be planted around the proposed building and within the clearing limits which is the area disturbed for construction. Mitigation planting is proposed on a submitted mitigation planting plan surrounding the disturbance area. The permanent improvements proposed constitute the permanent impacts proposed as noted in the submitted critical areas report. Per the submitted critical areas report, there is no request for temporary disturbance areas to be removed from critical areas status. As a result, the areas of temporary disturbance, within the clearing limits, are required to be included as part of the proposed mitigation planting plan and restored with native vegetation. **See Figures 7 and 8 below for landscaping plan and mitigation plan. See reference documents 1 for project plans and 2 for the critical areas report and mitigation plan. See conditions of approval related to mitigation plan in Section XI.**

Figure 7: Proposed Landscaping

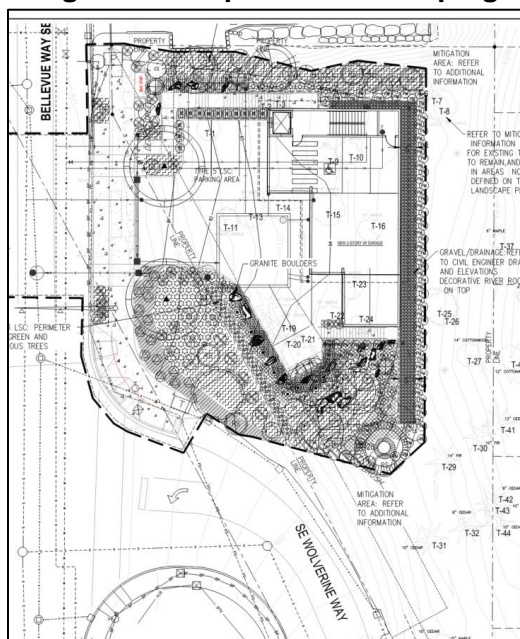
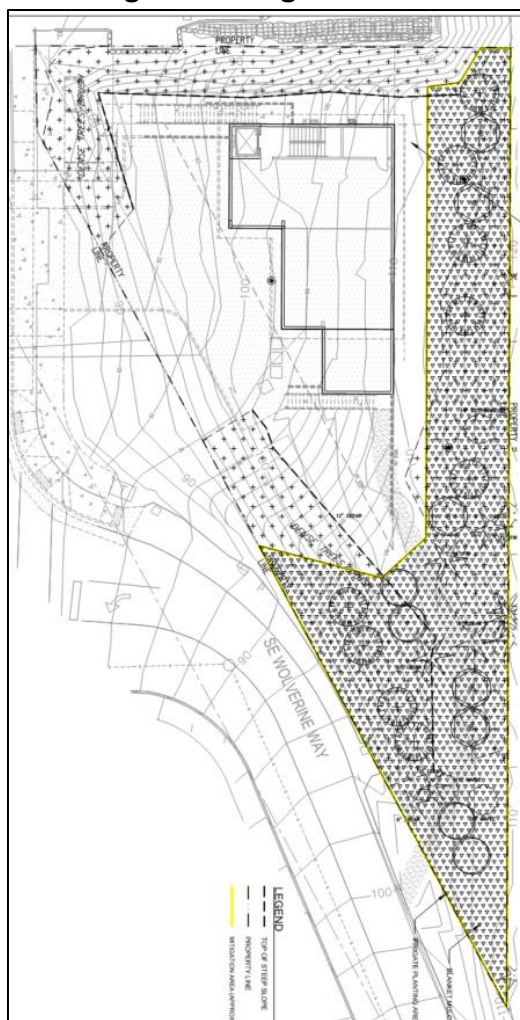


Figure 8: Mitigation Plan



B. CRITICAL AREAS REQUIREMENTS LUC 20.25H

1. Critical Areas Impacts

The majority of the site is encumbered by steep slopes, the 50-foot buffer from the top-of-slope and the 75-foot structure setback from the toe-of-slope with only 2,714 square feet of buildable area. The applicant is proposing the following permanent and temporary impacts through a Critical Areas Report.

- 367 square feet of permanent impact to steep slopes
- 4,990 square feet of permanent impact to slope buffer and setback
- 5,735 square feet of total temporary impact to steep slopes, buffer, and setback on the site and within the City right-of-way.
- Removal of 23 significant trees and conversion of four trees to habitat snags
- Removal of an existing cedar tree with habitat usage from pileated woodpecker

2. Conformance with Critical Areas Performance Standards

The City of Bellevue Land Use Code Critical Areas Overlay District (LUC 20.25H) establishes performance standards and procedures that apply to development on any site which contains in whole or in part any portion designated as steep slope critical area, buffer, or structure setback through a critical area report process. The applicant has prepared the following information related to critical areas on-site:

- **Geotechnical Engineering Report by Associated Earth Sciences dated August 9, 2018 and addendum dated September 25, 2018**
- **Critical Areas Report and Habitat Assessment by The Watershed Company dated October 4, 2018**

The project elements are subject to the requirements found in LUC 20.25H as specified below:

i. Consistency with LUC 20.25H.125

Performance standards – Landslide hazards and steep slopes. Development within a steep slope critical area or the critical area buffer shall incorporate the following additional performance standards in design of the development, as applicable.

- a. Structures and improvements shall minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography;**

The proposed building avoids impact to steep slopes. The only impact to steep slopes results from grading for stair access into the building and from the proposed driveway access to Bellevue Way which is the only feasible access point. The

development is located in the flattest location on the site in order to minimize topographical change.

b. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation;

The proposed development avoids the steep slopes that are found around the perimeter of the lot to the maximum extent possible. The location of the proposed improvements and disturbance is in the flattest area on the site which is also where a majority of the existing trees on the site are found. The proposal meets the requirements for tree retention, however given the tree removal proposed within critical areas the project proposes to mitigate impacts by planting the majority of the remaining property outside of the building footprint and parking lot.

c. The proposed development shall not result in greater risk or a need for increased buffers on neighboring properties;

The geotech finds that the project will not result in a greater risk to neighboring properties (Geotech Report Addendum, Pg. 2).

d. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes where graded slopes would result in increased disturbance as compared to use of retaining wall;

The project includes the use of retaining walls to maintain existing grades and minimize site disturbance.

e. Development shall be designed to minimize impervious surfaces within the critical area and critical area buffer;

Few improvements are proposed within a steep slope critical area. Given that almost the entire site is within a steep slope critical areas or buffer there is minimal ability to avoid placing impervious surfaces to avoid these areas. However, the development has been designed to minimize overall impervious surfaces. The only impacts to steep slopes are from proposed impervious surfaces for the driveway and stair which both enable access to the site and building.

f. Where change in grade outside the building footprint is necessary, the site retention system should be stepped and regrading should be designed to minimize topographic modification. On slopes in excess of 40 percent, grading for yard area may be disallowed where inconsistent with this criteria;

The only portion of the proposal that is located in steep slopes is the access driveway onto the site and stairs that access the building along with the walls that support these improvements. Retaining walls also extend out from the foundation

to support the exiting topography and allow for the proposed developed area to be created.

- g. Building foundation walls shall be utilized as retaining walls rather than rockeries or retaining structures built separately and away from the building wherever feasible. Freestanding retaining devices are only permitted when they cannot be designed as structural elements of the building foundation;**

The proposed construction will utilize a soldier pile wall for shoring rather than open cut temporary excavation around the building. This will allow the construction to have limited change of existing topography and fit the building into the topography. The foundation of the building will act as retention. The only portion of the construction that is located in steep slopes is for access to the building and includes the driveway and stairs that access the building.

- h. On slopes in excess of 40 percent, use of pole-type construction which conforms to the existing topography is required where feasible. If pole-type construction is not technically feasible, the structure must be tiered to conform to the existing topography and to minimize topographic modification;**

No portion of the building is proposed on slopes in excess of 40 percent.

- i. On slopes in excess of 40 percent, piled deck support structures are required where technically feasible for parking or garages over fill-based construction types; and**

No portion of the building is proposed on slopes in excess of 40 percent.

- j. Areas of new permanent disturbance and all areas of temporary disturbance shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC 20.25H.210.**

A mitigation plan has been provided which proposes 5,667 square feet of mitigation for permanent impacts. As stated previously the landscaping plan is required to be incorporated into the mitigation plan to address restoration of temporary disturbance. **See conditions of approval related to the mitigation plan in Section XI.**

ii. Consistency with LUC 20.25H.140.B

Area Addressed in Critical Area Report. In addition to the general requirements of LUC 20.25H.230, the following areas shall be addressed in a critical area report for geologically hazardous areas:

- 1. Site and Construction Plans.** The report shall include a copy of the site

- plans for the proposal and a topographic survey;
2. **Assessment of Geological Characteristics.** The report shall include an assessment of the geologic characteristics of the soils, sediments, and/or rock of the project area and potentially affected adjacent properties, and a review of the site history regarding landslides, erosion, and prior grading. Soils analysis shall be accomplished in accordance with accepted classification systems in use in the region;
 3. **Analysis of Proposal.** The report shall contain a hazards analysis including a detailed description of the project, its relationship to the geologic hazard(s), and its potential impact upon the hazard area, the subject property, and affected adjacent properties; and
 4. **Minimum Critical Area Buffer and Building Setback.** The report shall make a recommendation for a minimum geologic hazard critical area buffer, if any, and minimum building setback, if any, from any geologic hazard based upon the geotechnical analysis.

The submitted geotechnical report found as reference document 2 addresses these criteria. Given the nature of the site and steep slopes that are along the property lines, the proposed building is generally proposed within five to twenty-five feet of the toe-of-slope and seventeen feet from the top-of-slope. The geotechnical engineer found that the proposed placement of the structure and associated improvements will not result in increased risks to the subject site or adjacent properties.

iii. Consistency with LUC 20.25H.145

Critical areas report – Approval of modification. Modifications to geologic hazard critical areas and critical area buffers shall only be approved if the Director determines that the modification:

- a. **Will not increase the threat of the geological hazard to adjacent properties over conditions that would exist if the provisions of this part were not modified;**

The geotechnical engineer found that the proposed project should “not increase the threat of the geological hazard to adjacent properties over conditions that would exist” if the site were left undisturbed (Geotech Addendum, Pg. 3).

- b. **Will not adversely impact other critical areas;**

The project does not impact other critical areas.

- c. **Is designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than would exist if the provisions of this part were not modified;**

The geotechnical engineer found that the proposed engineered shoring and retaining wall that is upslope of the development is designed such that the hazard to the project is eliminated or mitigated to a level equal to or less than would exist if the site was not modified.

- d. Is certified as safe as designed and under anticipated conditions by a qualified engineer or geologist, licensed in the state of Washington;**

The engineer found that the based on their slope stability analysis that the proposal is “feasible from a geotechnical standpoint” and that the factors of safety are met, based on their analysis (Pg. 5).

- e. The applicant provides a geotechnical report prepared by a qualified professional demonstrating that modification of the critical area or critical area buffer will have no adverse impacts on stability of any adjacent slopes, and will not impact stability of any existing structures. Geotechnical reporting standards shall comply with requirements developed by the Director in City of Bellevue Submittal Requirements Sheet 25, Geotechnical Report and Stability Analysis Requirements, now or as hereafter amended;**

The applicant submitted a geotechnical report by Associated Earth Sciences dated December 6, 2017 and an addendum letter dated September 25, 2018. Per the findings in their report the project will not adversely impact slopes on or off-site.

- f. Any modification complies with recommendations of the geotechnical support with respect to best management practices, construction techniques or other recommendations; and**

The geotech has provided recommendations for the project construction. The recommendations in the project geotech report are required to be followed. **See conditions of approval related to geotechnical recommendations in Section XI for conditions.**

- g. The proposed modification to the critical area or critical area buffer with any associated mitigation does not significantly impact habitat associated with species of local importance, or such habitat that could reasonably be expected to exist during the anticipated life of the development proposal if the area were regulated under this part.**

The submitted critical areas report by the Watershed Company includes a habitat analysis of the site. The report documents an existing western red cedar tree on the site with visible usage by pileated woodpecker. Based on site inspection the tree has a broken top and is in decline. **See Figure 9 below.** Pileated woodpecker is usually associated with mature forest habitats which is not the case for this site. However, the species does utilize urban sites “where large trees and snags provide

suitable foraging, roosting, or nesting habitat (CAR, Pg. 6). The biologist found no evidence that the site provides pileated woodpecker roosting or nesting habitat based on the condition of the vegetation present, the size of the property, and the nature of the surrounding urban environment, uses, and roads. The biologist did confirm that the site does provide some foraging habitat for this species, based on the visible usage. The biologist did not document any species present on the site, and only observed usage on one of the large trees present and concluded that the usage “did not appear to be recent” (Pg. 8), based on observation. As a result, the biologist determined that this site does not support a finding that vegetation on the site is “fundamentally linked to the distribution and abundance of this species of local importance” (Pg. 8). The site does not have habitat associated with a species of local importance despite having the existing snag as pileated woodpecker is not expected to ‘usually occur’ on a site that is this small with the vegetation that is present (Pg. 8). As no species of local importance have primary association with this site, LUC 20.25H.165 is not applicable and the management recommendations of WDFW are not required to be implemented. The project does propose to remove this tree but does follow the WDFW recommendations for pileated woodpeckers by replacing lost habitat function through the creation of new snags to maintain foraging opportunity. In addition, as a condition of approval the existing snag is required to be retained and incorporated into the mitigation plan as either a standing snag or as downed woody debris. **See conditions of approval related to snag retention and other habitat feature creation in Section XI for conditions.**

Figure 9: Pileated Woodpecker Usage



C. DESIGN GUIDELINES AND DESIGN CRITERIA

Pursuant to LUC 20.25B.030, all development activity within a transition area must comply with the following guidelines.

i. Consistency LUC 20.25B.050.A – Site Design Guidelines.

- 1. Whenever possible, vehicular access should be designed so that traffic is not directed through an abutting residential district of lower intensity.**

The proposed vehicular access is to Bellevue Way SE and is not through the abutting residential district.

- 2. Loading and refuse collection areas should be on the side of a building facing away from an abutting residential district of a lower intensity, but not in a front yard setback.**

As this is an office there is no loading dock. The refuse area shown on the plans has been approved by Republic Services and is located on the south side of the proposed building and is oriented away from the residential area to the east. The topography of the site and existing and proposed vegetation make the refuse area below grade and out of view from the abutting residential properties that are upslope of the site to the east. Given limited area on the property and the need to avoid critical areas there is limited opportunity to locate the refuse area outside of the front setback. The refuse area is within the front setback but will not be visible from Bellevue Way due to existing topography, vegetation, and the large unimproved right-of-way area between the property and the actual road. **See conditions of approval related to refuse area in Section XI for conditions.**

- 3. In addition to the minimum requirements of LUC 20.20.520, site development should maximize the retention of existing significant vegetation in order to soften the visual impact on adjacent residential uses.**

The locations where the perimeter landscape buffers are required are where the steep slope critical areas exist. These areas are avoided by the proposal and existing vegetation is retained in these locations. In addition, these areas will also be part of the mitigation planting that is required and will have additional vegetation installed.

- 4. Surrounding vegetation, topography, street patterns, parking configuration and building massing should be considered in order to result in a compatible fit between the proposed development and existing residential development.**

As discussed previously, the topography of the site is a primary consideration for this proposal. Based on the existing streets, the access is proposed in the only feasible location. The building and parking is oriented away from the adjacent residential properties.

ii. Consistency with LUC 20.25B.050.B – Building Design Guidelines.

- 1. Building surfaces facing abutting residential districts should be clad with materials which are similar to or compatible with surrounding uses, and which minimize reflected lighting.**

The building is proposed to be covered in composite siding which is a common material used on residential structures. Sloped metal roofs are also found on residential structures. The proposed building uses materials that are found on residential structures and that minimize reflected light.

- 2. Building façades should incorporate elements such as setbacks, offsets, angled facets, deep roof overhangs, recesses and other architectural features which serve to break down the scale. The larger the building, the greater the number and variety of such elements that may be necessary to achieve the effect of diminishing scale.**

The building is not very large but does use decks, roof eaves, and glazing to break up the façades. The residential zone that receives transition is east and upslope of the site and building and the houses will not be in direct sight of the building façade.

- 3. Except in the OLB 2 and NMU Districts, pitched roof forms are preferred in order to enhance the compatibility with nearby residential areas. However, under certain circumstances, a stepped roof form could achieve a similar effect.**

The proposed structure uses a pitched roof form which is compatible with the adjacent residential structures to the east.

- 4. In the OLB 2 and NMU Districts, rooftop elements (including roof shape, surface materials, colors, and mechanical equipment) should be integrated into the overall building design.**

This is not applicable as the site is not in the OLB 2 or NMU districts.

- 5. Communication dishes greater than 1 meter (3.28 feet) in diameter should not be visible from adjacent residential districts.**

No dishes are proposed.

- 6. Materials and colors used on the building façades should be compatible with nearby residential buildings and the surrounding natural environment; however, colors and materials used for the purpose of accent may be approved.**

Materials proposed are discussed above. The colors proposed are neutral gray and the roof is proposed to be a dark green metal roof. These materials and colors are compatible with nearby residential structures.

V. PUBLIC NOTICE AND COMMENTS

Application Date:	May 2, 2018
Notice of Application:	June 21, 2018
Public Notice Sign:	June 21, 2018
Minimum Comment Period:	July 5, 2018

The project was publicly noticed in the City's Weekly Permit Bulletin, in the Seattle Times, and by signage posted on the project site on June 21, 2018. No comments were received.

VI. TECHNICAL REVIEW

A. CLEARING & GRADING

The Clearing and Grading Division of the Development Services Department has reviewed the proposed site development for compliance with Clearing and Grading codes and standards. The Clearing and Grading staff found no issues with the proposed development and has approved the application. The project will be reviewed for conformance with Clearing and Grading code 23.76 and conformance with required Best Performance Measures. The geotechnical engineer is required to review the final construction plans, including all retaining walls and foundation designs. A letter from the geotechnical engineer stating that the plans conform to the recommendations in the geotechnical report and any addendums and supplements must be submitted to the clearing and grading section prior to issuance of the construction permit. The geotechnical engineer is required to inspect the project during construction. Rainy season restrictions will apply. **See conditions of approval for clearing and grading, geotechnical review, inspection and seasonal restrictions in Section XI for conditions.**

B. UTILITIES

The Utilities Department has reviewed and approved the proposal. Utility Department approval is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.

The water, sewer, and storm drainage systems shall be designed per current City of Bellevue Utility Codes and Utility Engineering Standards. All design review, plan approval, and field inspection shall be performed under the individual permits and/or Utility Developer Extension

Agreements, depending on the extent of the work. **See conditions of approval for utilities in Section XI for conditions.**

C. TRANSPORTATION REVIEW

Site Access and Loading

The project site is located on the northeast corner of the intersection of Bellevue Way SE and SE Wolverine Way. Bellevue Way SE is a five-lane road classified as a major arterial, and SE Wolverine Way is a two-lane road classified as a local street. The site is bordered by single family homes to the east and an office building to the north. The existing site is undeveloped has no driveway connection to Bellevue Way SE or SE Wolverine Way.

Vehicular access to the proposed project will be provided via one new driveway connecting to the east side of Bellevue Way SE north of SE Wolverine Way. Pedestrian access to the site will be provided via the public sidewalk. The existing sidewalk will be replaced with an 8-foot-wide sidewalk with a 5-foot-wide planter strip. New curb ADA compliant ramps will be required to be reconstructed at the intersection of Bellevue Way SE and SE Wolverine Way. A new bus stop will be required on Bellevue Way SE to meet King County Metro standard bus landing dimensions.

Loading will take place on the south side of the site, off of Bellevue Way SE. Truck turning movement exhibits were submitted for review demonstrating that a garbage truck can maneuver through the site for pick up services. All loading and unloading, delivery, garbage and recycling services must be contained within the project site. No portion of the City right-of-way may be used for these services. **See conditions of approval for site access and loading in Section XI for conditions.**

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

The existing site is undeveloped has no driveway connection to Bellevue Way SE or SE Wolverine Way. There is currently a six-foot-wide sidewalk with a King County Metro bus stop and two curb ramps along the Bellevue Way SE. The frontage along SE Wolverine Way has a ditch with no sidewalk and is signed as "No pedestrians this side". The existing sidewalk will be replaced with an 8-foot-wide sidewalk with a 5-foot-wide planter strip. ADA ramps on the corner of SE Wolverine Way and Bellevue Way SE will be required to be reconstructed. A new bus stop will be required on Bellevue Way SE to meet King County Metro standard bus landing dimensions.

Frontage improvements required of the developer include:

1. Bellevue Way SE

- a. Install a minimum 8-foot-wide sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
- b. Install a minimum 26-foot-wide driveway meeting City of Bellevue standards.
- c. Install ADA compliant curb ramps on the corner of Bellevue Way SE and SE Wolverine Way.
- d. Install a new bus stop meeting King County Metro standards. Three landing pads measuring 11 feet, 10 feet, and 11 feet wide, each separated by 8 feet must be provided for the bus stop.
- e. Street lighting is required to meet City of Bellevue standards.
- f. Any utility lids in the sidewalk are required to be fitted with a non-skid lid.

2. SE Wolverine Way

- a. Install street lighting meeting City of Bellevue minimum lighting standards

Engineering and construction details must be shown on the civil engineering plans submitted to the clearing and grading permit. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans. During construction, city inspectors may require additional survey work at any time to confirm proper elevations. The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans.

1. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.

3. The new landscaping planter strip within the sidewalk along Bellevue Way SE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
4. The design and appearance of the sidewalk and landscaping on Bellevue Way SE and SE Wolverine Way shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements. See section on Alternative Paving Materials for further details.

5. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
6. To the maximum extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.

7. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
8. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
9. The applicant is required to coordinate mailbox location with the Bellevue Postmaster and show the mailbox location on the engineering plans.

See conditions of approval for frontage improvements and engineering details in Section XI for conditions.

Easements

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city right of way fronting this site.

The applicant shall provide easements to the City for location of street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area on the SE Wolverine Way frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. **See conditions of approval for easements in Section XI for conditions.**

Use of the Right of Way During Construction

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit. **See conditions of approval for use of right-of-way in Section XI for conditions.**

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to

produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near this project, Bellevue Way SE has been classified as is classified as Standard Trench restoration per Standard Drawing RC-190-1.

SE Wolverine Way is classified as Grind and Overlay required. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet. **See conditions of approval for pavement restoration in Section XI for conditions.**

D. FIRE

The Fire Department reviewed the access to the site in accordance with IFC chapter 5 and approved the proposed access. There are no fire protection systems noted. If fire protection systems are added, the location and access to fire protection will need to be reviewed and approved under future permits. The existing fire hydrant on the street is acceptable. No additional hydrants are required at this time.

VII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). The Environmental Checklist together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under SEPA.

Adverse impacts which are less than significant are subject to City Codes or Standards, which are intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts associated with the project is noted below, together with any specific conditions of approval. These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in this report.

A. EARTH AND WATER

The submitted geotechnical reports by Associated Earth Sciences found topsoil forest duff to depths of approximately six inches. Soils below the topsoil consist of advance outwash with silty fine sand with fine gravel and silt. Glacially consolidated soils were encountered below these depths consisting of dense to very dense silty sand with variable gravel or hard silty clay with sand. The geotech found no seepage of ground water on-site and there are no water features on the site. The project will be required to comply with all erosion and sediment control BMPs and the Clearing and Grading code requirements as part of future development permits.

B. PLANTS AND ANIMALS

Construction will require removal of 23 significant trees as discussed in this report. Also, as discussed previously, removal includes a tree with past usage by pileated woodpecker and the conversion of four trees to habitat snags to replace the removed snag. The area outside of the developed footprint and parking lot is proposed to be restored with vegetation per the submitted mitigation plan and landscaping plan. As noted, the landscaping plan is required to be incorporated into the mitigation plan and include all native vegetation.

C. TRANSPORTATION

Long Term Impacts and Mitigation

The City has prepared a traffic forecasting model for the 2030 horizon year to assess transportation impacts that may result from growth and development during that period. This modeling analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period.

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add 2 Multi-Family Units and 1500 square feet of Office space in MMA 7. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation. Therefore, additional mitigation for those impacts is not required.

In addition, traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. **See conditions of approval for impact fees in section XI.**

Mid-Range Impacts and Mitigation

Project impacts anticipated to occur in the next six years are assessed through a

concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

The Hu Development project proposes 2 multi-family dwelling units and 1,500 square feet of office space. This development will generate 3 new p.m. peak hour trips and, therefore, will not trigger concurrency requirements. The existing site is undeveloped, so all trips generated by the Hu Development will be new p.m. peak hour trips. The results of the project trip generation are documented in a memorandum by Jake Traffic Engineering, dated February 21, 2019, and included in the Transportation department file for this development.

Short Term Operational Impacts and Mitigation

City staff analyzed the short-term operational impacts of this proposal in order to recommend mitigation if necessary. Mitigation will be completed in the form of frontage improvements along Bellevue Way SE and SE Wolverine Way.

VIII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

No substantial changes were made to the proposal or design due to review by staff.

IX. DECISION CRITERIA

A. 20.25H.255 CRITICAL AREAS REPORT DECISION CRITERIA

The Director may approve, or approve with modifications, the proposed modification where the applicant demonstrates:

- 1. The proposal includes plans for restoration of degraded critical area or critical area buffer functions which demonstrate a net gain in overall critical area or critical area buffer functions;**

The proposed mitigation will improve water quality, hydrology, and slope stability functions of the on-site critical areas. The existing invasive plants on the site will be removed and replaced with native vegetation which will have better aerial coverage and root systems to protect slopes and intercept water. The vegetation will also improve habitat quality by increasing foraging, perching, and nesting opportunity. The number of snags on the site will also be increased which provides opportunity for woodpecker usage.

- 2. The proposal includes plans for restoration of degraded critical area or critical area buffer functions which demonstrate a net gain in the most important critical area or critical area buffer functions to the ecosystem in which they exist;**

The most important buffer functions on the site are associated with foraging

opportunity for pileated woodpeckers which is a species of local importance. The goal of the proposed mitigation is to improve habitat foraging functions, primarily through removal of invasive and noxious species and replanting with appropriate native species and creating habitat snags. Per the submitted critical areas report the implementation of the proposed plan will “provide food, cover, and nesting opportunities for wildlife” and the inclusion of snags encourages woodpecker usage. (Critical Areas Report, pg. 13).

3. The proposal includes a net gain in stormwater quality function by the critical area buffer or by elements of the development proposal outside of the reduced regulated critical area buffer;

All storm water from surfaces will be directed into collection systems. The vegetation remaining on the site will be enhanced through mitigation planting that will increase vegetation cover and quality that will improve storm water functions.

4. Adequate resources to ensure completion of any required restoration, mitigation and monitoring efforts;

Maintenance and monitoring is required for five years and is included as part of the critical areas report. A separate maintenance and monitoring plan will be required to be submitted as part of the clearing and grading permit for the project. An installation and assurance device will be required prior to clearing and grading permit issuance and a maintenance assurance device required prior to occupancy approval of the building that will be held for the five-year maintenance period. The amounts of the devices will be based on cost estimates for installation and monitoring provided at clearing and grading permit submittal. Copies of the monitoring reports will be submitted annually to the City. **See Conditions of Approval related to maintenance and monitoring and assurance devices in Section XI of this report.**

5. The modifications and performance standards included in the proposal are not detrimental to the functions and values of critical area and critical area buffers off-site; and

The proposed mitigation will improve the functions of the steep slope on the site by removing invasive species and replanting to increase coverage by trees, shrubs, and ground cover. The proposed mitigation will improve habitat and slope stability functions.

6. The resulting development is compatible with other uses and development in the same land use district.

The proposal for a mixed use office and residential building is compatible with the intended uses in this land use district.

B. 20.30P.140 CRITICAL AREAS LAND USE PERMIT DECISION CRITERIA

The Director may approve, or approve with modifications an application for a Critical Areas Land Use Permit if:

1. The proposal obtains all other permits required by the Land Use Code;

The applicant must obtain development permits to construct the proposed improvements which include clearing and grading, building and other permits. Plans submitted for the development permits must reflect the plans reviewed under this approval. **See Conditions of Approval related to required permits in Section XI of this report.**

2. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer;

The proposal is consistent with required performance standards for projects in steep slope critical areas. The development has been located on the least sensitive area of the site.

3. The proposal incorporates the performance standards of Part 20.25H to the maximum extent applicable, and ;

As discussed in Section IV of this report, the applicable performance standards of LUC Section 20.25H are being met.

4. The proposal will be served by adequate public facilities including street, fire protection, and utilities; and;

The site will be adequately served by existing public facilities.

5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC Section 20.25H.210; and

The submitted mitigation plan is consistent with LUC 20.25H.210. **See Conditions of Approval related to mitigation plan in Section XI of this report.**

6. The proposal complies with other applicable requirements of this code.

The proposal complies with all other applicable code requirements as approved or conditioned. Per LUC 20.30P.170, the applicant is required to provide hold harmless agreement prior to construction permit issuance. **See conditions of approval for hold harmless agreement in Section XI of this report.**

C. 20.30F.145 DESIGN REVIEW DECISION CRITERIA

The City may approve or approve with modifications an application for Design Review if:

1. The proposal is consistent with the Comprehensive Plan; and

The site is located in the Southwest Bellevue Subarea, and designated Office (O) per the Comprehensive Plan. The proposal is supported by the following goals and policies of the Comprehensive Plan.

Subarea Goals and Policies

POLICY S-SW-2. Protect single-family residential neighborhoods from the adverse impacts of multifamily and commercial development.

The proposed commercial building incorporates residential design features to make the building more compatible with residential architecture. The proposed offices are located on property intended for office use.

Urban Design and The Arts

POLICY UD-44. Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers

POLICY UD-47. Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.

POLICY UD-55. Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.

The residential features of the adjacent residential properties has been incorporated into the design of the building. Native landscaping and mitigation planting are proposed around the perimeter of the development and will limit visual impacts to surrounding properties.

Environment

Policy EN-57. Provide incentives to private property owners to achieve specific habitat improvement goals, including retention and enhancement of native vegetation.

Policy EN-72. Encourage residents and professional landscaping firms to utilize native plants in residential and commercial landscapes

The proposal improves habitat function on the site through enhancement and will install native plants in the commercial landscaping for this site.

Housing:

POLICY HO-11. Encourage housing opportunities in mixed residential/commercial settings throughout the city.

The proposal incorporates two residential units on this commercial property.

2. The proposal complies with the applicable requirements of this Code; and

The project complies with code requirements.

3. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent; and

As discussed in this report the proposal complies with design requirements applicable in the Transition Area Design District.

4. The proposal is compatible with and responds to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity; and

The proposal incorporates residential design features into a building that will house office and two residential units. The proposal maintains the existing character of the structures in the immediate vicinity.

5. The proposal will be served by adequate public facilities including streets, fire protection, and utilities; and

The proposal is service by adequate public facilities.

6. The proposal is consistent with any required Master Development Plan approved pursuant to Part 20.30V LUC or other applicable code section.

The proposal is not subject to a master development plan.

X. CONCLUSION AND DECISION/RECOMMENDATION

After conducting the various administrative reviews associated with this proposal, including Land Use consistency, SEPA and City Code and Standard compliance reviews, the Director of the Development Services Department does hereby **approve with conditions** the Design Review and Critical Areas Land Use Permit with SEPA to construct the proposed building, parking, and other improvements on this site.

Note - Expiration of Critical Area Permit Approval: In accordance with LUC 20.30P.150,

a Critical Areas Land Use Permit automatically expires and is void if the applicant fails to file for a building permit or other necessary development permits within one year of the effective date of the approval. LUC 20.30P.150 allows for a greater time period for expiration.

XI. CONDITIONS OF APPROVAL

Codes & Ordinances

The applicant shall comply with all applicable Bellevue City Codes and ordinances including but not limited to:

Applicable Ordinances	Contact Person
Clearing and Grading Code- BCC 23.76	Savina Uzunow 425-452-7860
Construction Codes- BCC Title 23	Julius Carreon 425-452-4197
Fire Code- BCC 23.11	Derek Landis 425-452-4112
Land Use Code- BCC Title 20	Reilly Pittman 425-452-4350
Noise Control- BCC 9.18	Reilly Pittman 425-452-4350
Sign Code- BCC Title 22B	Reilly Pittman 425-452-4350
Transportation Code- BCC 14.60	Ian Nisbet 425-452-4851
Right of Way Use Code- BCC 14.30	Tim Stever 425-452-4294
Utility Code- BCC Title 24	Arturo Chi 425-452-4119

A. GENERAL CONDITIONS

The following conditions apply to all phases of development.

1. Holiday Construction and Traffic Restrictions

Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this moratorium accordingly.

AUTHORITY: BCC 14.30.060

REVIEWER: Tim Stever, Right of Way Use

2. Provisions for Loading

The property owner shall provide an off-street loading space which can access a public street. The number and size of loading spaces must be equal to the maximum number and size of vehicles which would be simultaneously loaded or unloaded in connection with this proposal. No on-street loading, unloading, or garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: LUC 20.20.590.K.4, BCC 14.60.150

REVIEWER: Ian Nisbet, Transportation Review

3. Obtain Permits

The applicant shall obtain all other permits for infrastructure, utilities, building and other improvements. No construction may commence until the appropriate permit is issued.

AUTHORITY: Land Use Code 20.25H

REVIEWER: Reilly Pittman, Development Services Department

4. Utilities

There are no implied approvals of the utility engineering. Changes to the site layout may be required to accommodate the utilities. All water, sewer & storm drainage design review, plan approval and field inspection shall be done through the Utility Developer Extension Agreement process, water application process, side sewer permit(s), and/or storm drainage connection permits.

AUTHORITY: Bellevue City Code 24.02, 24.04, 24.06

REVIEWER: Arturo Chi, Utilities Department

B. CONDITIONS PRIOR TO CLEAR AND GRADE PERMIT ISSUANCE:

1. Clearing and Grading Permit Required

Approval of this Critical Areas Land Use Permit does not constitute an approval of any construction permit. A clearing and grading permit must be approved before construction can begin. Plans submitted as part of any permit application shall be consistent with the activity permitted under this approval.

AUTHORITY: Land Use Code 20.30P.140; Clearing & Grading Code 23.76.035

REVIEWER: Savina Uzunow, Development Services Department

2. Geotechnical Review

The project geotechnical engineer must review the final construction plans, including all retaining walls and foundation designs. A letter from the geotechnical engineer stating that the plans conform to the recommendations in the geotechnical report and any addendums and supplements must be submitted to the clearing and grading section prior to issuance of the construction permit.

AUTHORITY: Clearing & Grading Code 23.76.050

REVIEWER: Savina Uzunow, Development Services Department

3. Geotechnical Inspection

The project geotechnical engineer must provide geotechnical inspection during project construction, including retaining walls, subgrades for foundations and footings, and any unusual seepage, slope, or subgrade conditions.

AUTHORITY: Clearing & Grading Code 23.76.050

REVIEWER: Savina Uzunow, Development Services Department

4. Rainy Season Restrictions

Due to steep slopes on the site, no clearing and grading activity may occur during the rainy season, which is defined as October 1 through April 30 without written authorization of the Development Services Department. Should approval be granted for work during the rainy season, increased erosion and sedimentation measures, representing the best available technology must be implemented prior to beginning or resuming site work.

AUTHORITY: Clearing & Grading Code 23.76.093.A

REVIEWER: Savina Uzunow, Development Services Department

5. Right-of-Way Use Permit

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: BCC 11.70 & 14.30

REVIEWER: Tim Stever, Right-of-Way Use

6. Civil Engineering Plans – Transportation

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department

Design Manual, and specific requirements stated elsewhere in this document.

All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
- c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights and related equipment.
- e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- f) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
- g) Landings on sloping approaches are not to exceed a 7% slope for a distance of 20 feet approaching the back edge of sidewalk. Driveway grade must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- h) City standards for driveway widths range from 30 to 36 feet on arterial streets, and 26 to 30 feet for local streets. Driveway aprons must be constructed in accordance with Design Manual Standard Drawings.
- i) Location of fixed objects in the sidewalk or near the driveway approach.
- j) Trench restoration within any right of way or access easement. Specific requirements are detailed below.

Specific requirements are detailed below.

1. Bellevue Way SE

- a) Install a minimum 8-foot-wide sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
- b) Install a minimum 26-foot-wide driveway meeting City of Bellevue standards.
- c) Install two ADA compliant curb ramps on the corner of Bellevue Way SE and SE Wolverine Way.
- d) Install a new bus stop meeting King County Metro standards. Three landing pads measuring 11 feet, 10 feet, and 11 feet wide, each separated by 8 feet must be provided for the bus stop.
- e) Street lighting is required to meet City of Bellevue standards.
- f) Any utility lids in the sidewalk are required to be fitted with a non-skid lid.

2. SE Wolverine Way

- a) Install street lighting meeting City of Bellevue minimum lighting standards
- b) Install one ADA compliant curb ramp transition from the sidewalk to the pavement on the north side of SE Wolverine Way.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act

REVIEWER: Ian Nisbet, Transportation Review

7. Tree Protection

To mitigate adverse impacts to non-disturbed areas and trees to be retained during construction, conformance with BMP T101 for tree protection is required which includes:

- Clearing limits shall be established at the limit of non-disturbed areas and for retained trees within the developed portion of the site, outside of drip lines. Six-foot chain link fencing with driven posts, or an alternative approved by the Clear and Grade Inspector, shall be installed at the clearing limits prior to initiation of clearing and grading.
- No excavation or clearing should be performed within drip lines of retained trees, except as specifically approved on plans. All such work shall be done by hand to avoid damage to roots and shall be done under the supervision of an arborist approved by the city.

AUTHORITY: Land Use Code 20.20.520, Bellevue City Code 23.76.060

REVIEWER: Reilly Pittman, Development Services Department

8. Final Mitigation Planting Plan, Retained Trees and Restoration of Temporary Disturbance

The mitigation planting area must include all areas of temporary disturbance and depict all trees that will be retained. Any vegetation installed in areas of temporary disturbance or in areas of remaining steep slope, buffer, or structure setback must be native species. A final mitigation plan is required to be submitted with the clearing and

grading permit.

AUTHORITY: Land Use Code 20.20.220

REVIEWER: Reilly Pittman, Development Services Department

9. Existing Habitat Tree/Snag

The existing tree that exhibits usage by pileated woodpeckers is required to be retained and incorporated into the mitigation plan as either a snag or as downed woody debris.

AUTHORITY: Land Use Code 20.20.160

REVIEWER: Reilly Pittman, Development Services Department

10. Installation Performance Sureties for Mitigation Planting

An installation performance surety is required based on 150 percent of the installed cost of mitigation planting. The amount of the surety is determined by a cost estimate submitted as part of the clearing and grading permit. The installation surety will be released upon successful Land Use inspection of the planting.

AUTHORITY: Land Use Code 20.30P.160

REVIEWER: Reilly Pittman, Development Services Department

11. Maintenance Surety and 5-Year Monitoring

A maintenance surety for the mitigation planting is required based on 100 percent of the cost estimate for all costs associated with maintenance and monitoring for 5 years of monitoring, maintenance activity, plant replacement, contingencies. The amount of the surety is determined by a cost estimate submitted as part of the clearing and grading permit. The maintenance surety is required prior final inspection of the clearing and grading permit. The maintenance surety will be released upon successful completion of the 5-year maintenance and monitoring period and inspection by Land Use.

AUTHORITY: Land Use Code 20.30P.160

REVIEWER: Reilly Pittman, Development Services Department

12. Hold Harmless Agreement

The applicant shall submit a hold harmless agreement in a form approved by the City Attorney which releases the City from liability for any damage arising from the location of improvements within a critical area buffer in accordance with LUC 20.30P.170. The hold harmless agreement is required to be recorded with King County prior to permit issuance.

AUTHORITY: Land Use Code 20.30P.170

REVIEWER: Reilly Pittman, Development Services Department

C. PRIOR TO BUILDING PERMIT ISSUANCE:

1. Terminate Concomitant Agreement

The CZA adopted through Ordinance No. 3562 shall be legally terminated prior to building permit issuance or alternatively, the proposal shall be revised to comply with both current applicable codes and the CZA, including the limitation on building height. The revision shall comply with applicable modification or addition provisions of the LUC.

AUTHORITY: Ordinance 3562

REVIEWER: Reilly Pittman, Development Services Department

2. Transportation Impact Fee

Determination and payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits will be issued, the impact fee will be tied to the primary above-ground permit. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16

REVIEWER: Ian Nisbet, Transportation Review

3. Building and Site Plans – Transportation

The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241

REVIEWER: Ian Nisbet, Transportation Review

4. Existing Easements

Any utility easements contained on this site which are affected by this development must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100

REVIEWER: Tim Stever, Right-of-Way Use

5. Easements for Street Light Boxes and Vaults

The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100

REVIEWER: Ian Nisbet, Transportation Review

6. Sidewalk/Utility Easements

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

AUTHORITY: BCC 14.60.100

REVIEWER: Ian Nisbet, Transportation Review

7. Recycling and Solid Waste Collection Area

The waste collection area and any screening shall be shown on the project plan. Changes to the approved plans

AUTHORITY: Land Use Code 20.20.725

REVIEWER: Reilly Pittman, Development Services Department

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY

1. Street Frontage Improvements

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the City requires a delay.

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings

REVIEWER: Ian Nisbet, Transportation Review

2. Pavement Restoration

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

- a) Bellevue Way SE: This street has been classified as is classified as Standard Trench restoration and requires restoration per Standard Drawing RC-190-1

- b) SE Wolverine Way: Based on this street's excellent condition, it is classified with the City's overlay program as "Overlay Required." Street cutting is permitted only with extraordinary pavement restoration. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23

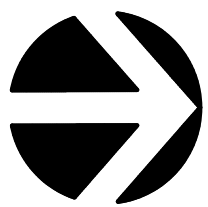
REVIEWER: Tim Stever, Right of Way Use

3. Land Use Inspection

An inspection by Land Use staff of all landscaping and mitigation planting is required. Additional plant quantities may be required to ensure sufficient density is achieved as stated in the report.

AUTHORITY: Land Use Code 20.25H

REVIEWER: Reilly Pittman, Development Services Department



SITE PLAN

SCALE: 1" = 20'-0"

F.A.R. & DENSITY CALCULATIONS:

SITE AREA: 16,565 SF
STEEP SLOPE CRITICAL AREA (CA): 6,886 SF
REMAINDER: 9,679 SF
SOI SLOPE BUFFER (BF): 7,163 SF
TOTAL SITE AREA: 16,843 SF
LOT COVERAGE (LCO): 3,458 SF
DEVELOPMENT FACTOR (DF): 0.21 (4% BUILDABLE VS. SITE AREA)
ALLOWABLE FLOOR AREA (OFFICE): 2,811 SF
PROPOSED FLOOR AREA (OFFICE): 1,522 SF
PROPOSED 2 APARTMENTS (HOUSING): 1,378 SF

BUILDING HEIGHT CALCULATIONS:

BASE BUILDING HEIGHT = 30'-0"
AVERAGE GRADE PLANE ELEVATION:
(99.8 + 108.8 + 110.2 + 102.8 + 102.8 + 99.8)/6
= 104.0'
MAX. BUILDING ELEVATION = 104.0' + 30.0' = 134.0'
TOP OF MECH. SCREEN (STRUCTURAL HT.) = 128.0' (OK)

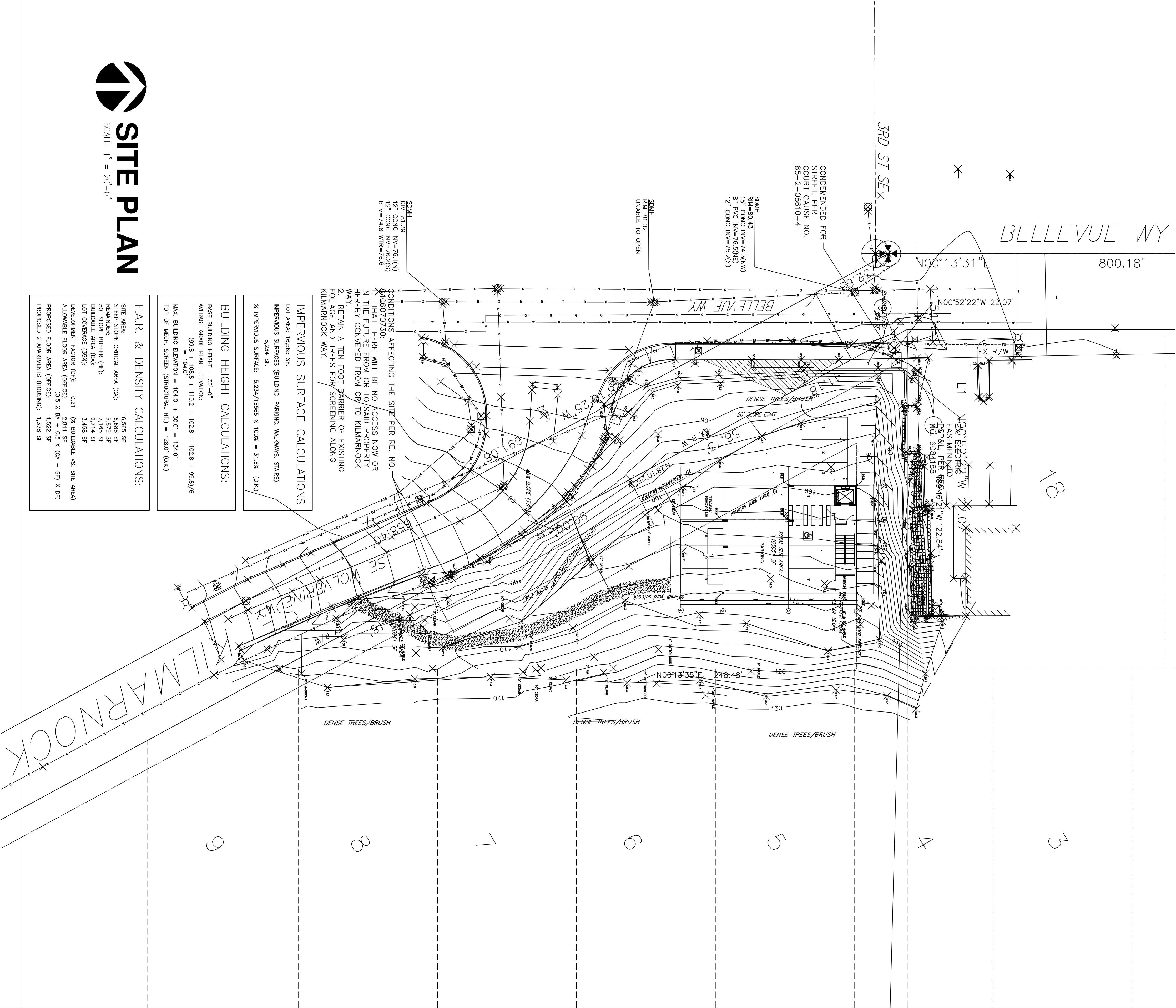
IMPERVIOUS SURFACE CALCULATIONS

LOT AREA: 16,565 SF
IMPERVIOUS SURFACES (BUILDING, PARKING, WALKWAYS, STAIRS): 5,234 SF
% IMPERVIOUS SURFACE: 5,234/16,565 X 100% = 31.6% (OK)

CONDITIONS AFFECTING THE SITE PER RE. NO. 446070730:

1. THAT THERE WILL BE NO ACCESS NOW OR IN THE FUTURE FROM OR TO SAID PROPERTY WENTY CONVERTED FROM OR TO KILMARNOCK WAY.

2. RETAIN A TEN FOOT BARRIER OF EXISTING FOLIAGE AND TREES FOR SCREENING ALONG KILMARNOCK WAY.



105TH AVE. S.E.

SHEET NO.

AO.1

DATE 4/30/2018

DSN PZW

DRW PZW

CHK

PRJ# 20170122

DWG TITLE STREET LEVEL FLOOR PLAN

PROJECT HU DEVELOPMENT
302 BELLEVUE WAY S.E.
BELLEVUE, WASHINGTON

OWNER KELE HU
9331 MERCERWOOD DRIVE, MERCER ISLAND, WA 98040

REVISION

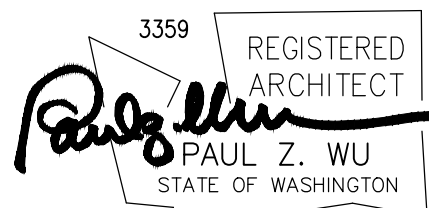
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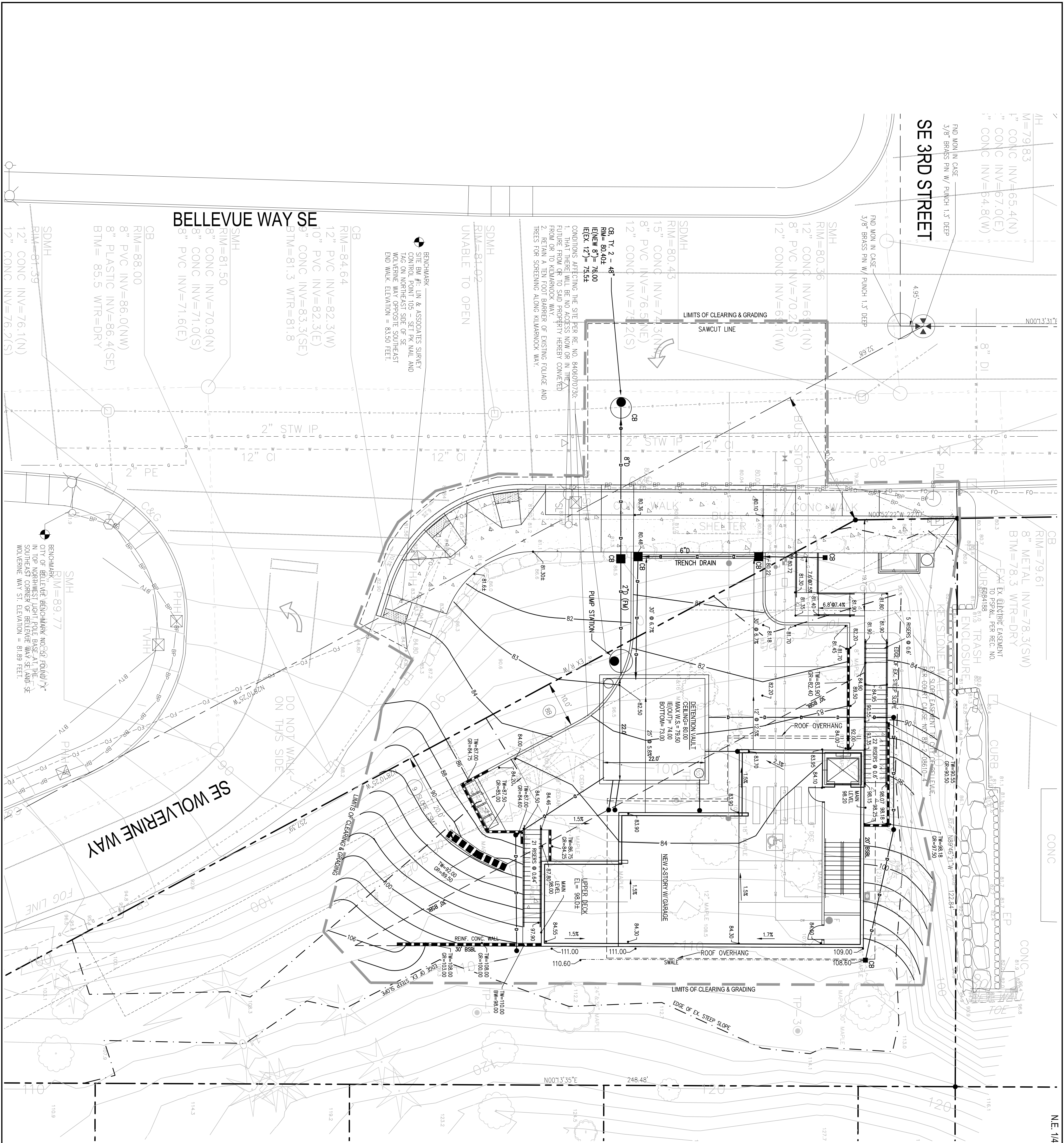
1	DESIGN REVIEW	04/30/2018
2	DESIGN REVIEW REVISIONS	11/13/2018
3	DESIGN REVIEW REVISIONS	3/18/2019

WU ARCHITECTURE

8817 NE 116TH PLACE
KIRKLAND, WA 98034-6113

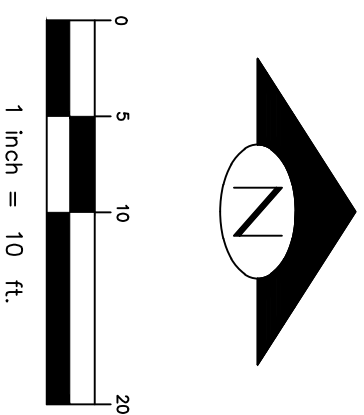
phone: 425-503-2182
email: wuarchitecture@aol.com





N.E. 1/4, S.W. 1/4 SEC. 32, TWP. 25 N., RGE. 5 E., W.M., CITY OF BELLEVUE, KING COUNTY, WA

LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	PROPERTY LINE
R.O.W. CENTERLINE	R.O.W. CENTERLINE
EAST/WEST	EAST/WEST
RETAINING WALL	RETAINING WALL
GRADING CONTROL	GRADING CONTROL
WATER MAIN	WATER MAIN
SEWER MAIN	SEWER MAIN
STORM DRAIN	STORM DRAIN
FIRE HYDRANT	FIRE HYDRANT
WATER METER	WATER METER
GATE VALVE	GATE VALVE
SEWER MANHOLE	SEWER MANHOLE
STORM MANHOLE	STORM MANHOLE
ELECTRICAL LINE	ELECTRICAL LINE
TELEPHONE LINE	TELEPHONE LINE
GAS LINE	GAS LINE



PRELIMINARY

FILE NO.: 17-109303-DB

GRADING &
STORM PLAN

SHEET NO.

C1.2

HU DEVELOPMENT

302 BELLEVUE WAY

BELLEVUE, WA 98004



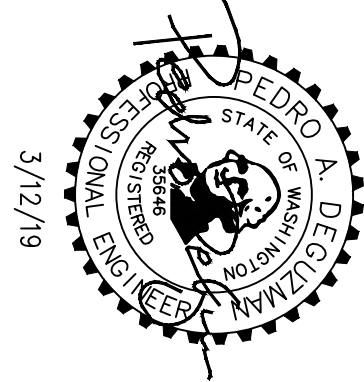
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DESIGN GROUP, INC.

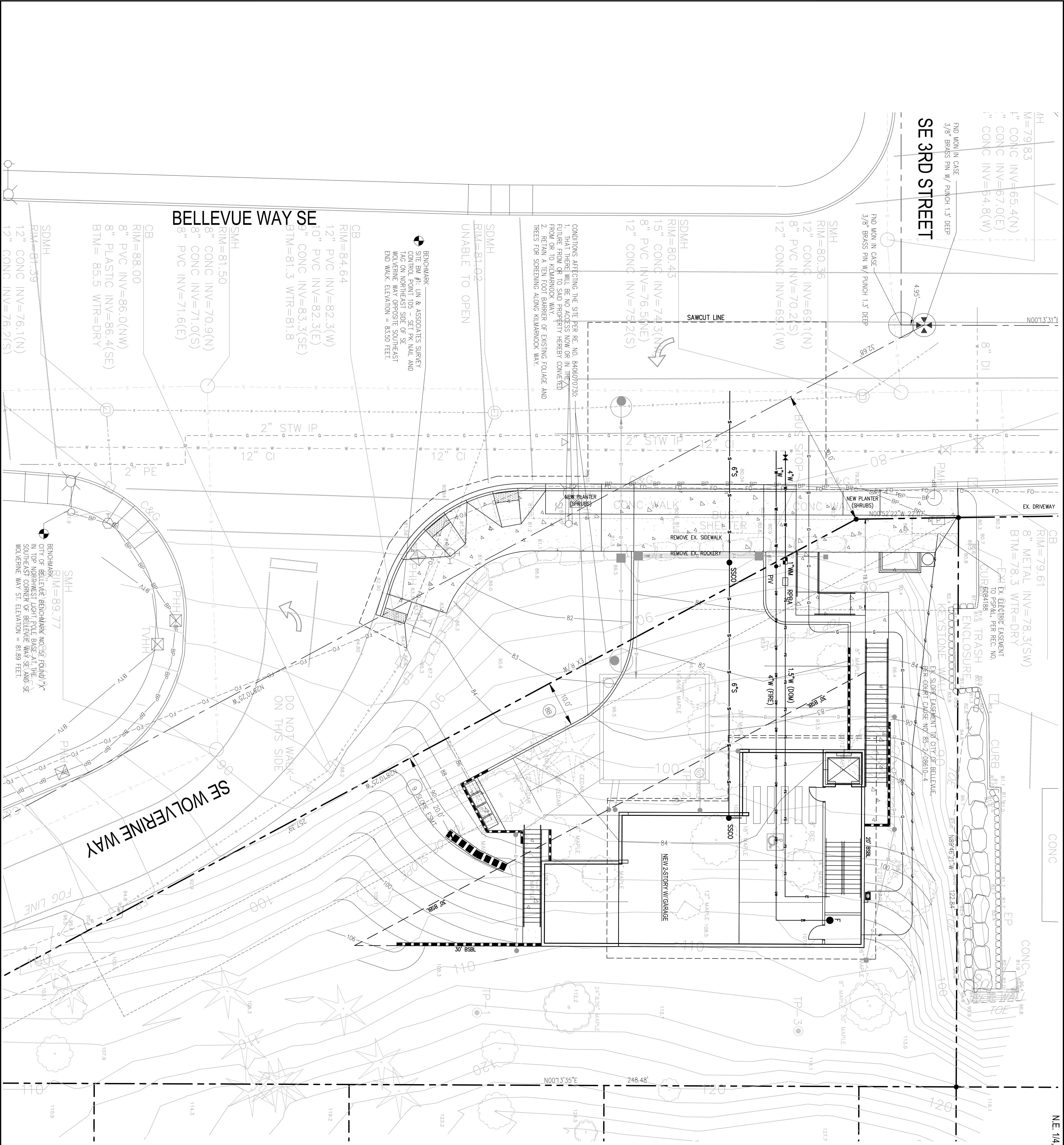
CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE

5027 51st Avenue SW Seattle WA 98136
phone 206.923.0590 website www.terraformdesigngroup.com

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TDC #17030
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CHECKED BY:
PAD

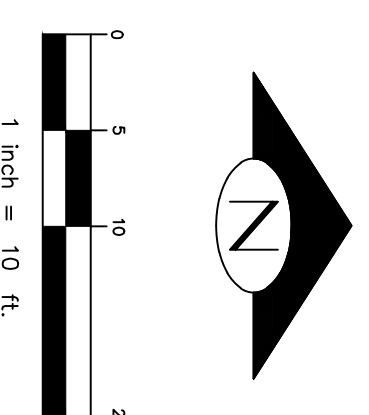
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2	DESIGN REVIEW RESUBMITTAL	3/12/19
1	DESIGN REVIEW RESUBMITTAL	11/13/18
1	DESIGN REVIEW SUBMITTAL	3/5/18





N.E. 1/4, S.W. 1/4 SEC. 32, TWP. 25 N., RGE. 5 E., W.M., CITY OF BELLEVUE, KING COUNTY, WA

LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	PROPERTY LINE
R.O.W. CENTERLINE	R.O.W. CENTERLINE
EASIMENT	EASIMENT
RETAINING WALL	RETAINING WALL
GRAVING CONTOUR	GRAVING CONTOUR
WATER MAIN	WATER MAIN
SEWER MAIN	SEWER MAIN
STORM DRAIN	STORM DRAIN
FIRE HYDRANT	FIRE HYDRANT
WATER METER	WATER METER
GATE VALVE	GATE VALVE
SEWER MANHOLE	SEWER MANHOLE
STORM CB	STORM CB
STORM MANHOLE	STORM MANHOLE
ELECTRICAL LINE	ELECTRICAL LINE
TELEPHONE LINE	TELEPHONE LINE
GAS LINE	GAS LINE



PRELIMINARY

FILE NO.: 17-109303-DB

SHEET NO.
C1.3

UTILITY PLAN

SHEET TITLE

302 BELLEVUE WAY

HU DEVELOPMENT

BELLEVUE, WA 98004

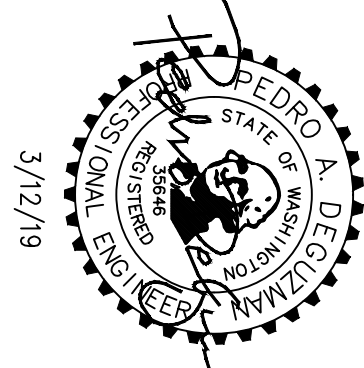
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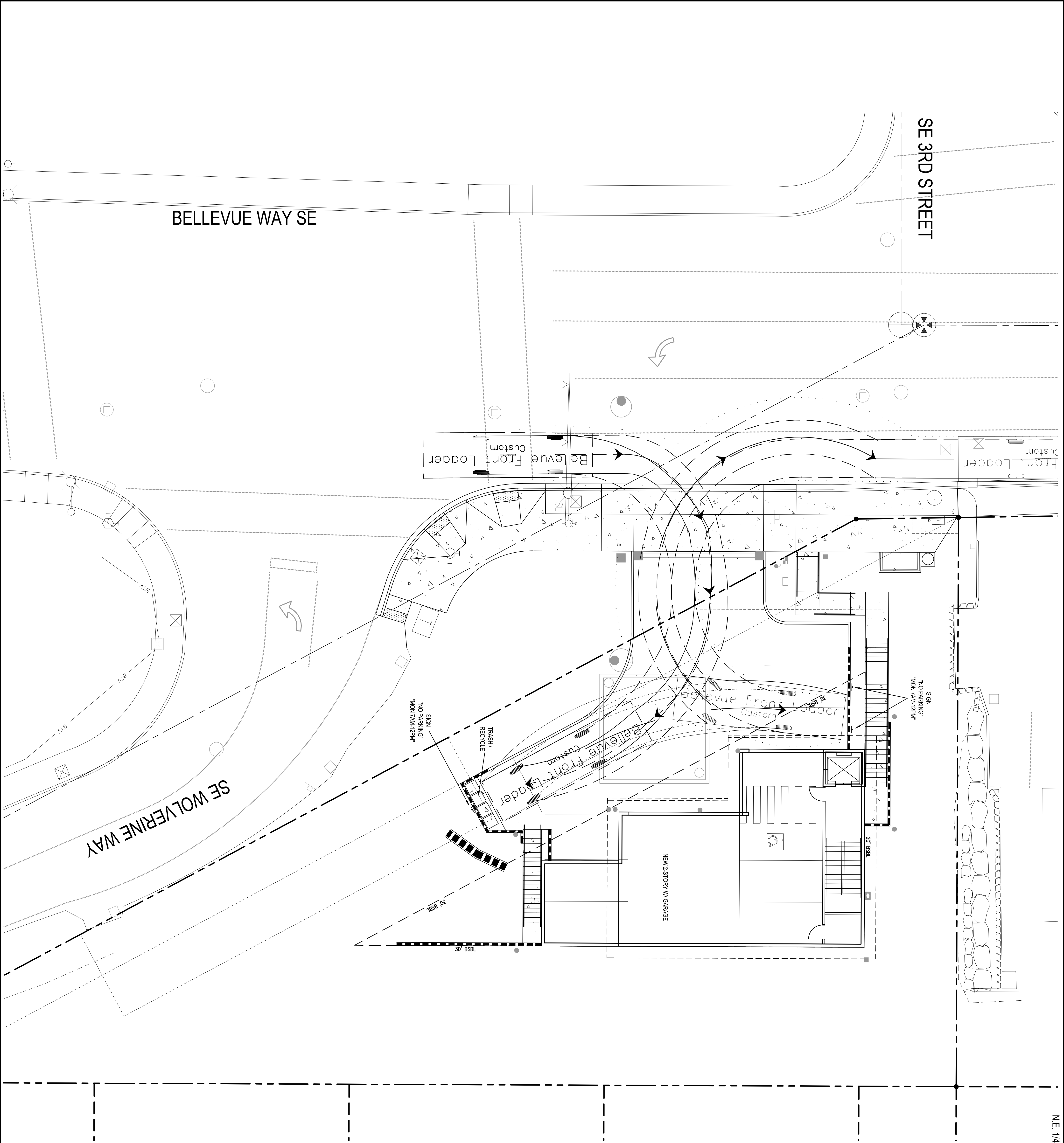


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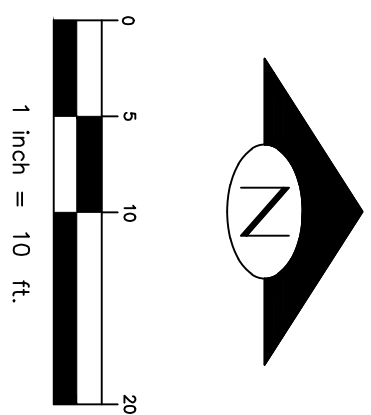
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2	DESIGN REVIEW RESUBMITTAL	3/12/19
1	DESIGN REVIEW RESUBMITTAL	11/13/18
1	DESIGN REVIEW SUBMITTAL	3/5/18





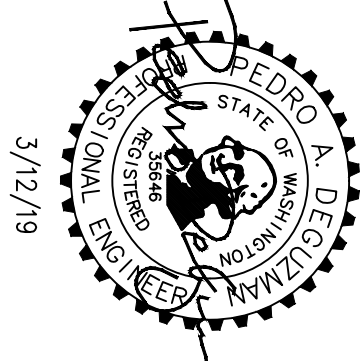
N.E. 1/4, S.W. 1/4 SEC. 32, TWP. 25 N., RGE. 5 E., W.M., CITY OF BELLEVUE, KING COUNTY, WA

LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	
R.O.W. CENTERLINE	
EASEMENT	
RETAINING WALL	



PRELIMINARY

FILE NO.: 17-109303-DB



NO	REVISION	DATE
2	DESIGN REVIEW RESUBMITTAL	3/12/19
1	DESIGN REVIEW RESUBMITTAL	11/13/18
1	DESIGN REVIEW SUBMITTAL	3/5/18



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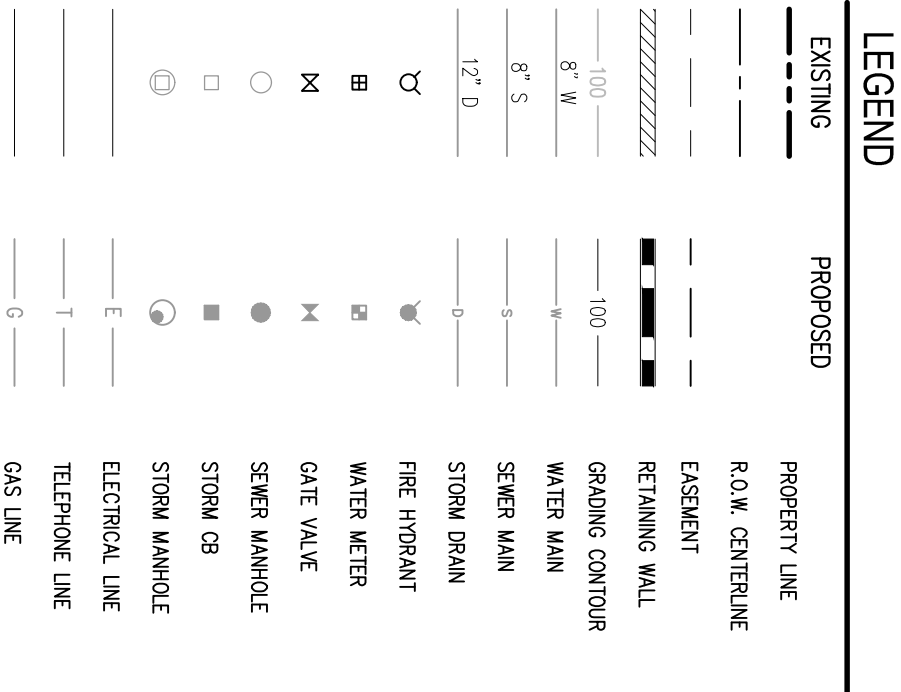
HU DEVELOPMENT

302 BELLEVUE WAY

BELLEVUE, WA 98004

SHEET TITLE
REFUSE TRUCK
ACCESS PLAN

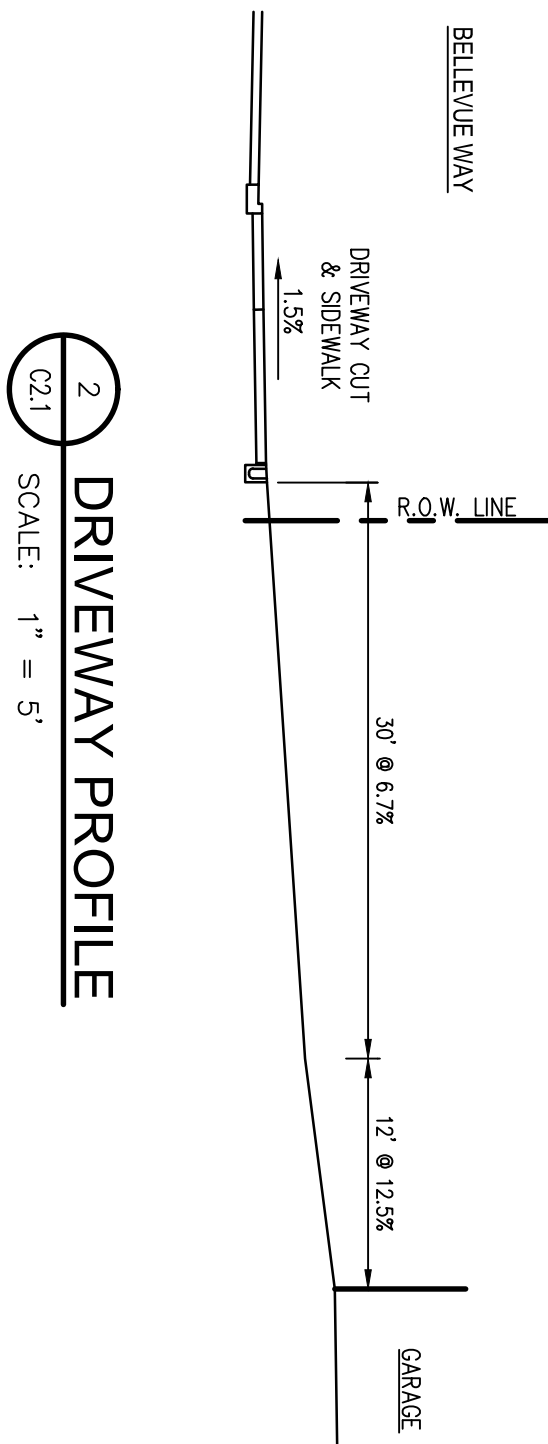
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C1.4



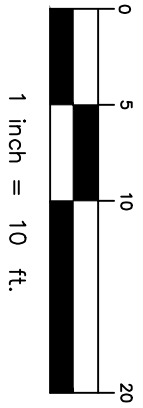
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C2.1

PHOTO - EX. INTERSECTION

SCALE: N.T.S.



2 DRIVEWAY PROFILE
C2.1 SCALE: 1" = 5'



PRELIMINARY

FILE NO.: 17-109303-DB

2	DESIGN REVIEW RESUBMITTAL	3/12/19
1	DESIGN REVIEW RESUBMITTAL	11/13/18
--	DESIGN REVIEW SUBMITTAL	3/5/18
NO	REVISION	DATE

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DESIGN GROUP, INC.

5027 51st Avenue SW Seattle WA 98136
phone 206.923.0590 website www.terraformdesigngroup.com



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 TDG #17030 _____
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HU DEVELOPMENT

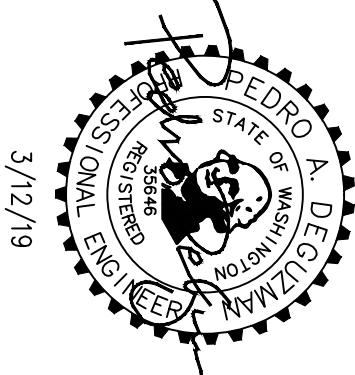
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302 BELLEVUE WAY

SHEET TITLE
PRELIMINARY
ROAD PLAN

SHEET NO.
C2.1

N.E. 1/4, S.W. 1/4 SEC. 32, TWP. 25 N., RGE. 5 E., W.M., CITY OF BELLEVUE, KING COUNTY, WA



3/12/19

NO	REVISION	DATE
2	DESIGN REVIEW RESUBMITTAL	3/12/19
1	DESIGN REVIEW RESUBMITTAL	11/13/18
--	DESIGN REVIEW SUBMITTAL	3/5/18



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HU DEVELOPMENT

302 BELLEVUE WAY

BELLEVUE, WA 98004

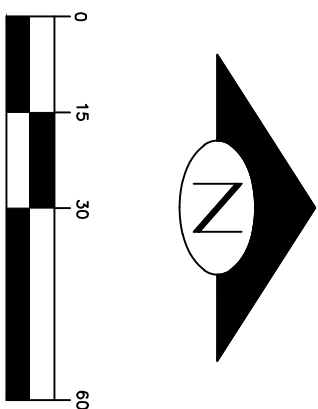
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ACCESS
SIGHT
TRIANGLES

SHEET NO.

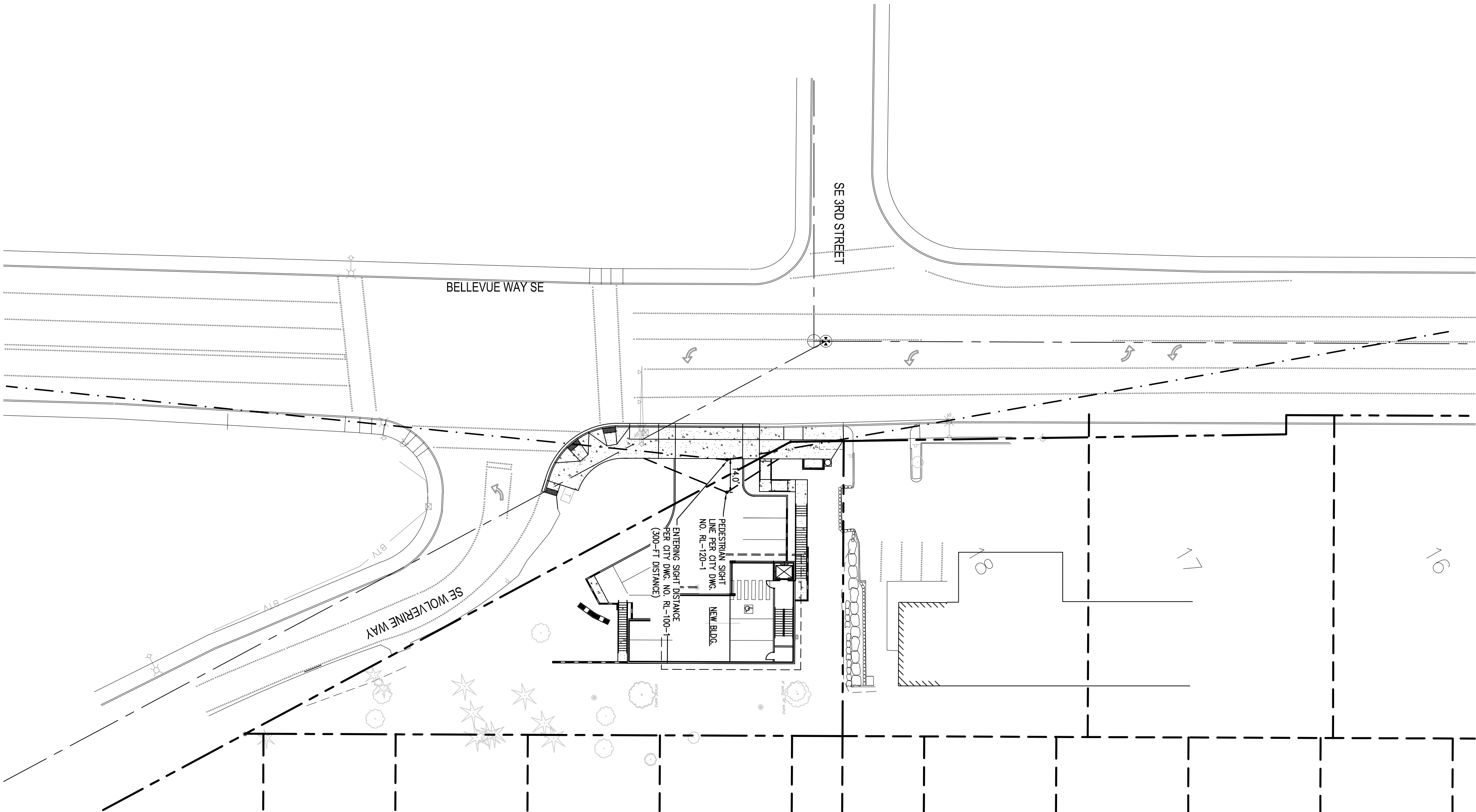
C2.2

PRELIMINARY

FILE NO.: 17-109303-DB



ACCESS SIGHT TRIANGLES



LUMINAIRE NO.	LUMINAIRE STYLE	OWNERSHIP	EX. LUMINAIRE WATTAGE	POLE HT. (FT.)	LUMINAIRE MOUNT	NEW LUMINAIRE DESCRIPTION
LT1	LUM1	BELLEVUE	250W HPS	40	SHOEBOX	ARETA AR18-96N-MV-NM-4-XX-290
LT2	LUM2	BELLEVUE	250W HPS	35	CORBA 6 ARM	GCL2-60G-MV-NM-4-XX-750
LT3	LUM2	BELLEVUE	250W HPS	35	CORBA 6 ARM	GCL2-60G-MV-NM-4-XX-750
LT4	LUM2	BELLEVUE	250W HPS	35	CORBA 6 ARM	GCL2-60G-MV-NM-4-XX-750
LT5	LUM3	BELLEVUE	N/A, NEW LT.	25	CORBA 6 ARM	GE ERS1-A3E140
LT6	LUM3	PSE	45W LED	25	CORBA 6 ARM	UNCHANGED, GE ERS1-A3E140

3/12/19

	3/12/19
	11/13/18
	3/5/18
	DATE

NO.	REVISION
2	DESIGN REVIEW RESUBMITTAL
1	DESIGN REVIEW RESUBMITTAL
1	DESIGN REVIEW SUBMITTAL



TERRAFORMA

DESIGN GROUP, INC.

CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE

5027 51st Avenue SW Seattle WA 98136
phone 206.923.0590 website www.terraformadesigngroup.com

PROJECT NO.	
TDC #17030	
DRAWN BY:	
CHECKED BY:	
PAD	

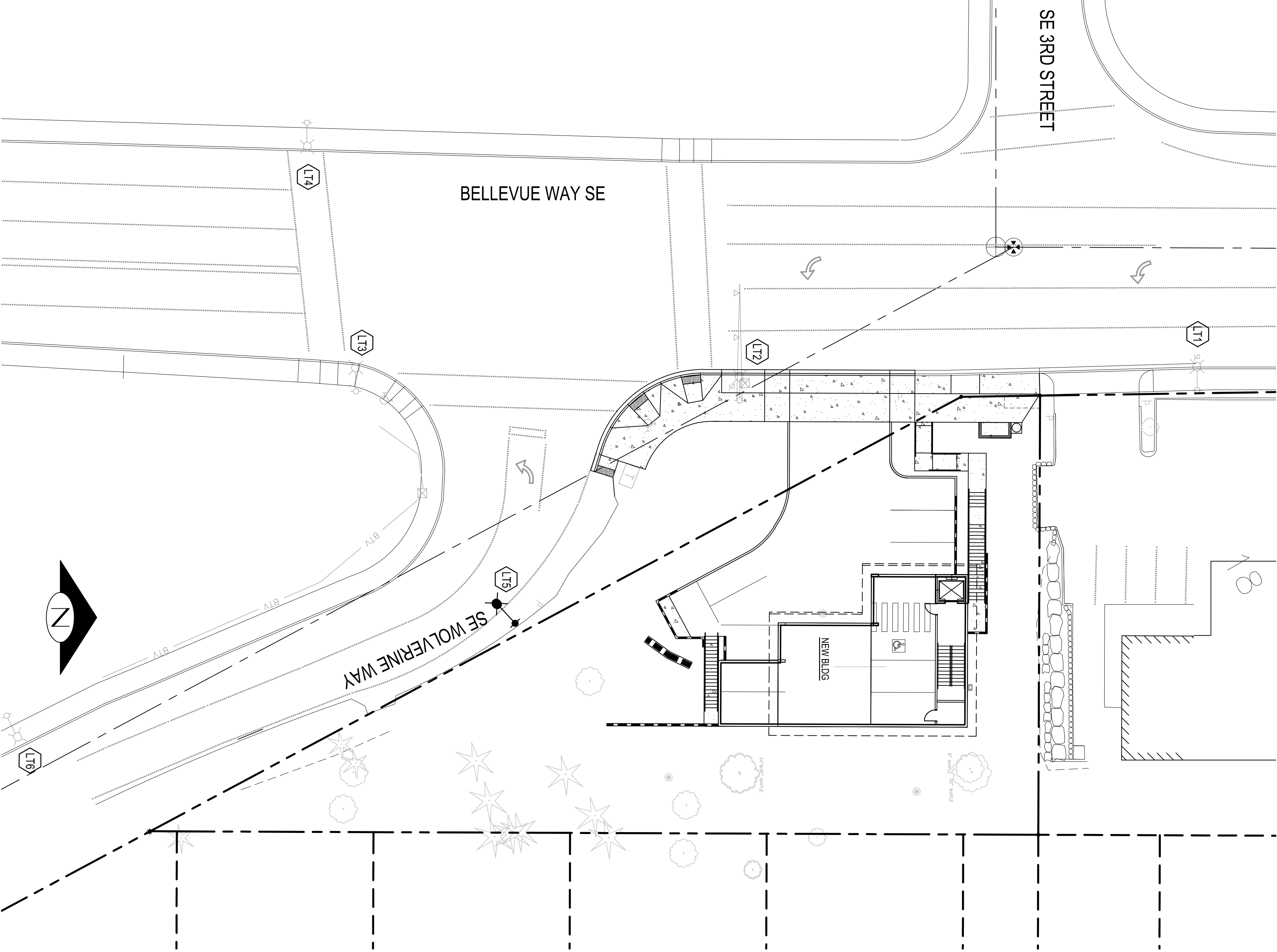
HU DEVELOPMENT

BELLEVUE, WA 98004

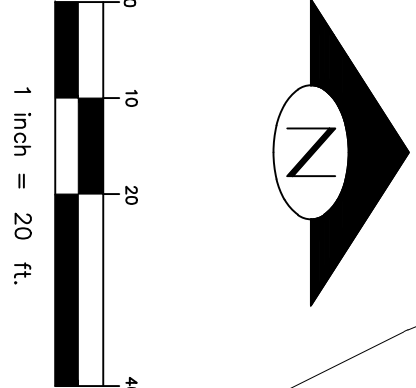
SHEET TITLE
STREET LIGHTING

SHEET NO.
C2.3

302 BELLEVUE WAY



LIGHTING IMPROVEMENTS



PRELIMINARY

FILE NO.: 17-109303-DB

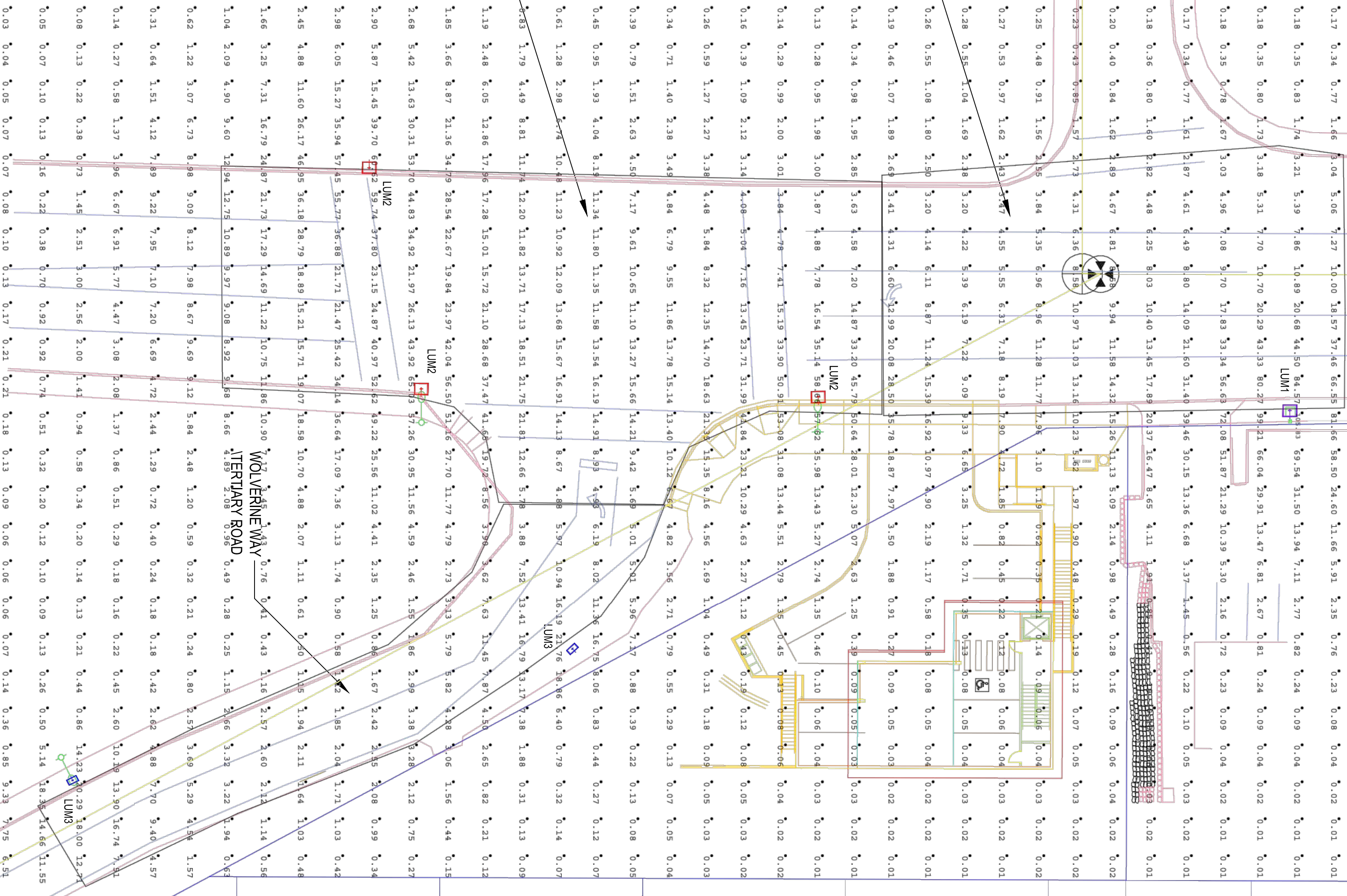


TABLE 2. ILLUMINANCE NETWORK PHOTO-METRIC DESIGN VALUES

CLASSIFICATION	ROADWAY SEGMENTS		INTERSECTIONS
	MAJOR - MAJOR	MAJOR - TERTIARY	
MAJOR - MAJOR	COLLECTION	COLLECTION	COLLECTION
	TERTIARY	TERTIARY	TERTIARY
MAJOR - TERTIARY	COLLECTION	COLLECTION	COLLECTION
	TERTIARY	TERTIARY	TERTIARY
TERTIARY - TERTIARY	COLLECTION	COLLECTION	COLLECTION
	TERTIARY	TERTIARY	TERTIARY

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Label SITE	ILLUMINANCE	Lux	8.15	105.83	0.01	815.00	10583
Intersection - Major Tertiary-2	ILLUMINANCE	Lux	19.61	65.0	3.6	5.45	18.06
Road Segment - Bellevue Way	ILLUMINANCE	Lux	13.79	84.6	2.9	4.76	29.17
Road Segment - Wolverine	ILLUMINANCE	Lux	6.84	21.8	1.1	6.22	19.82

Luminaire Schedule			
Symbol	Qty	Label	
17030-Wolverine-45W 4000K Typ	45	Lum. Watts	LLF
GCL2-60G-MV-NM-4-XX-750	149.7	0.800	ERS1 A3E1540
AR18-96N-MV-NM-4-XX-290 S	206	0.800	-120-277V

LIGHTING PHOTOMETRIC